

Lansing, Michigan

August 7, 2007

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, August 7, 2007, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson  
Walt Herzig, Chief of Staff, representing John Cherry, Lt. Governor  
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General  
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer  
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State  
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation  
Jean Shane, Special Assistant, Office of the Superintendent, representing Michael P. Flanagan, Superintendent of Public Instruction  
Sherry Bond, Secretary

Others Present:

Michael Reilly, Department of Attorney General; Diana Quintero, Department of Information Technology; James Burris, Terri Fitzpatrick, Elise Lancaster, Craig Orr, Janet Rouse, Edward Woods, III, Department of Management and Budget; Shanon Akans, Jerri McClure, Colonel Peter Munoz, Michigan State Police; John McGraw, Department of Military and Veterans Affairs; John Walter, Chief Compliance Officer of the Michigan Strategic Fund; Senator Cameron Brown, Matt Sweeney, Senator Cameron Brown's Office; Chris Andrews, Lansing State Journal; Craig Trudell, State News; Monique Field, Weiner and Associates; Joel Ferguson

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. Pavona moved to approve the minutes of the regular meeting held on July 17, 2007. The motion was supported by Ms. Shane and unanimously adopted.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

Chairperson, Kelly Keenan, told Senator Cameron Brown the Board was ready for his comments on the lease for the new Michigan State Police Headquarters.

Senator Brown's comments follow:

Sen. Cameron S. Brown  
Testimony before State Administrative Board  
August 7, 2007

It is a privilege to stand before you today as a lawmaker, but more importantly as a concerned citizen. I wish to speak respectfully of the process and certainly of the responsibility each one of you has.

This project reminds me of the words of Henry David Thoreau: "Improved means to an unimproved end."

I understand the needs of the Michigan State Police. I served as the Chairman of their budget for a total of 8 years. I understand their culture and the vital role they play in protecting our state. That said, I do not believe this new headquarters is in their best interest.

I understand the new headquarters will be a state of the art building. Our men and women in uniform deserve no less. The same cannot be said, however, for the site location. As sold to the Capital Outlay Committee and, perhaps to this committee, the original intent of this project was to consolidate State Police operations at one central location. This simply cannot be accomplished through this project. In fact, one State Police trooper did the math for me. He said "We will be consolidating three buildings into three buildings."

We will not be consolidating the Emergency Operations Center at the Triangle site. We will not be consolidating the warehouse facilities at the Triangle site. We will not be consolidating the Fusion Center at the Triangle site. And we will not be providing the State Police with the staging area and helicopter pad that they utilize at their current location.

The project before you was presented to the Michigan Legislature as an urgent necessity, because the current facility was in disrepair and uninhabitable. Upon hearing this, a number of legislators toured the facility. Nothing could be further from the truth. While the building does need basic repairs, such as a new roof, the structure remains sound. So much so, that just last week MSU notified the State that it intends to use one of the buildings on the grounds as the headquarters for their campus police. What is unsuitable for the State Police is apparently adequate for the MSU police.

The Legislature was also told that the State Police want this new facility. I do not believe this to be the truth. I believe that if the Administration allowed State Police officials to speak freely, they would tell you this project is ill advised for all of the reasons I have mentioned. They know this building will not allow them to perform their duties in a superlative manner. In fact, it will impede their ability to serve the people of Michigan. There are many other sites that could accomplish the desired consolidation and allow the

department to fulfill their duties. Instead, this site was forced upon them and not bid competitively.

This proposal has received public rebuke across the state. Newspapers statewide have opined against it. There is a strong current of public opinion against the proposal. That public opinion could follow us throughout our public life, but that not need be the case. We can change that with a simple decision today.

Above and beyond all of the significant problems with this project, the most troubling aspect is the message your approval of it will send to the people of Michigan. At a time when our state budget is so tight we have to layoff troopers and park the cars of those still on duty to save gas, what message are we sending to the men and women in uniform and the taxpayers of Michigan by approving a brand new \$45 million headquarters? You can send the right message by voting down this ill-conceived project today.

4. COMMUNICATIONS:

- 1) 2007 Third Quarter Report of the Chief Compliance Officer of the Michigan Strategic Fund
- 2) Correspondence from Jacqueline M. Johnson, Department of Treasury, with the attached summary and detail investment holding reports for the Veterans' Benefit Trust Fund for the quarter ending June 30, 2007 and a report of investment transactions for the quarter ending June 30, 2007, in accordance with a resolution adopted by the State Administrative Board.

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

**Retention and Disposal Schedules:**

Barry County, Planning Office, 8/7/2007

Kent County, Public Works, 8/7/2007

Macomb County, Human Resources, 8/7/2007

Wayne County,  
Commission, 8/7/2007  
Juvenile Detention Facility, 8/7/2007  
Sheriff Department, 8/7/2007

DEPARTMENT OF COMMUNITY HEALTH, Medical Services Administration,  
Third Party Liability Division, 8/7/2007

DEPARTMENT OF LABOR AND ECONOMIC GROWTH, Construction Codes and  
Fire Safety, 8/7/2007

LEGISLATIVE COUNCIL, Legislative Service Bureau, Information  
Technologies Division, 8/7/2007

MILITARY AND VETERANS AFFAIRS,  
Grand Rapids Home for Veterans, Business Services, 8/7/2007  
Grand Rapids Home for Veterans, General Services, 8/7/2007  
Grand Rapids Home for Veterans, Nursing Services, 8/7/2007  
Grand Rapids Home for Veterans, Personnel Services, 8/7/2007

## **Retention and Disposal Schedules: continued**

### **FERRIS STATE UNIVERSITY,**

Academic Support Center, 8/7/2007  
Accountancy, Finance and Information Systems, 8/7/2007  
Accounting Office, 8/7/2007  
Accounts Payable, 8/7/2007  
Admissions and Records, 8/7/2007  
Apartment Services, 8/7/2007  
Architectural Technology and Facilities, 8/7/2007  
Art Gallery, 8/7/2007  
Associate Vice-President for Development, 8/7/2007  
Associate Vice-President for Finance, 8/7/2007  
Associate Vice-President for Physical Plant, 8/7/2007  
Associate Vice-President for Student Affairs, 8/7/2007  
Associate Vice-President for University Advancement/Marketing, 8/7/2007  
Athletics, 8/7/2007  
Automotive Services, 8/7/2007  
Auxiliary Enterprises, 8/7/2007  
Biology, 8/7/2007  
Board of Trustees, 8/7/2007  
Business Office, 8/7/2007  
Center for Student Services, 8/7/2007  
College of Allied Health-Dean's Office, 8/7/2007  
College of Arts and Sciences-Dean's Office, 8/7/2007  
College of Business-Dean's Office, 8/7/2007  
College of Education and Human Services-Dean's Office, 8/7/2007  
College of Pharmacy-Dean's Office, 8/7/2007  
College of Technology-Dean's Office, 8/7/2007  
Computer Consortia, 8/7/2007  
Construction Technology and Management, 8/7/2007  
Counseling Center, 8/7/2007  
Criminal Justice Department, 8/7/2007  
Dental Clinic, 8/7/2007  
Development and Planned Giving, 8/7/2007  
Development Programs and Curricula, 8/7/2007  
Dining Services, 8/7/2007  
Director of Admissions, 8/7/2007  
Disability Services, 8/7/2007  
Educational and Career Counseling Center, 8/7/2007  
Electronics and Computer Networking Systems, 8/7/2007  
Ferris Foundation, 8/7/2007  
Ferris State University Seminar (FSUS) , 8/7/2007  
Financial Aid, 8/7/2007  
General Schedule, 8/7/2007  
Health Center, 8/7/2007  
Health Management, 8/7/2007

## **Retention and Disposal Schedules: continued**

FERRIS STATE UNIVERSITY,  
Heavy Equipment, 8/7/2007  
Honors Program, 8/7/2007  
Hotel/Conference Center, 8/7/2007  
Housing Services, 8/7/2007  
Human Resources Development, 8/7/2007  
Humanities, 8/7/2007  
HVACR (Heating, Ventilating, Air-Conditioning, Cooling and Refrigeration),  
8/7/2007  
Ice Arena, 8/7/2007  
Information Services and Telecommunications, 8/7/2007  
Investments and Grants Office, 8/7/2007  
Jim Crow Museum, 8/7/2007  
Katke Golf Course, 8/7/2007  
Language and Literature, 8/7/2007  
Leisure Studies and Wellness, 8/7/2007  
Library-Administrative Services, 8/7/2007  
Library-Public Services, 8/7/2007  
Library Systems and Operations, 8/7/2007  
Management Department, 8/7/2007  
Marketing Department, 8/7/2007  
Mathematics, 8/7/2007  
Mechanical Design, 8/7/2007  
Media Production, 8/7/2007  
Michigan College of Optometry-Dean's Office, 8/7/2007  
Michigan Police Corps, 8/7/2007  
Minority Affairs, 8/7/2007  
News and Communications, 8/7/2007  
Office of Budget and Planning, 8/7/2007  
Office of General Counsel and Governmental Relations, 8/7/2007  
Office of the President, 8/7/2007  
Optometry Clinic, 8/7/2007  
Payroll Office, 8/7/2007  
Photographic Services, 8/7/2007  
Physical Plant, Administrative Services, 8/7/2007  
Physical Sciences, 8/7/2007  
Plastics and Rubber Engineering, 8/7/2007  
Printing and Imaging, 8/7/2007  
Professional Golf Management, 8/7/2007  
Professional Tennis Management, 8/7/2007  
Public Safety, 8/7/2007  
Publications Services, 8/7/2007  
Purchasing, 8/7/2007  
Racquet and Fitness Center, 8/7/2007  
Risk Management Office, 8/7/2007

## **Retention and Disposal Schedules: continued**

FERRIS STATE UNIVERSITY,  
School of Education, 8/7/2007  
Science Stores, 8/7/2007  
Social Sciences, 8/7/2007  
Social Work, 8/7/2007  
Sports Entertainment/Hospitality Management, 8/7/2007  
Student Judicial Services, 8/7/2007  
Student Leadership and Activities, 8/7/2007  
Student Recreation Center, 8/7/2007  
Structured Learning Assistance, 8/7/2007  
Surveying Engineering, 8/7/2007  
Telecommunications Services, 8/7/2007  
Television and Media Production, 8/7/2007  
Tos's Place, 8/7/2007  
UCEL-Administrative Services, 8/7/2007  
UCEL-Northern Region, 8/7/2007  
UCEL-Southern Region, 8/7/2007  
University Architect, 8/7/2007  
University Archives and Records Management Program, 8/7/2007  
University College-Dean's Office, 8/7/2007  
Vice-President for Academic Affairs, 8/7/2007  
Vice-President for Administration and Finance, 8/7/2007  
Vice-President for Student Affairs, 8/7/2007  
Vice-President for University Advancement/Marketing, 8/7/2007  
Web Development Services, 8/7/2007  
Welding and Manufacturing Engineering Technology, 8/7/2007  
Williams Auditorium, 8/7/2007

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Ms. Shane and unanimously approved.

John McGraw of the Department of Military and Veterans Affairs said the DMVA will be notified of additional funding for construction and maintenance projects at various armories some time in the last two weeks of September. Those projects must be approved by the State Administrative Board before September 30, 2007. He requested the Board consider having a special State Administrative Board meeting on September 28, 2007, because notification will fall in between two regularly scheduled meetings. The Secretary, Sherry Bond, will contact each Board member's assistant to see if they are available on that date to make sure a meeting on that date is possible.

## **7. REPORTS AND RECOMMENDATIONS OF COMMITTEES: (Please see the following pages)**



# APPROVED

August 7, 2007

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at  
**11:00 a.m.** on **July 31, 2007** Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Iris Lopez, representing Approved \_\_\_\_\_  
Attorney General Cox

Member: Steven Liedel, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Kristi Broessel, Department of Community Health; Diana  
Quintero, Department of Information Technology; Sherry Bond,  
Elise Lancaster, Janet Rouse, Department of Management and  
Budget; Jerry Crandall, MIRS

---

The Finance and Claims Committee regular and supplemental agendas were  
presented.

Following discussion, Ms. Lopez moved that the regular and supplemental  
agenda be recommended to the State Administrative Board for approval  
with Item 4(4) of the regular agenda contingent upon approval by the  
State Budget Office prior to the State Administrative Board meeting on  
August 7, 2007. The motion was supported by Mr. Liedel and unanimously  
adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board on August 7, 2007, Item 4(4) of the  
regular agenda was withdrawn by the Department of Environmental Quality  
and Item 3s(1) of the supplemental agenda was withdrawn by the  
Department of Management and Budget.***

## A G E N D A

### FINANCE AND CLAIMS COMMITTEE

July 31, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

### STATE ADMINISTRATIVE BOARD

August 7, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

. . . . .  
This agenda is for general informational purposes only.

At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

### SECTION I. AGENCY CONTRACTS

Requests approval of the following:

#### 1. DEPARTMENT OF COMMUNITY HEALTH

- |  |  |
|--|--|
| 1) Oakland County Health Division<br>Pontiac, MI                         | \$ 36,784.00 Amendment<br>\$ 9,973,044.00 New Total<br><b>FY07</b> 1.50% Fees/Collections<br>34.49% Federal 12.65% State GF<br>26.47% Local 24.89% Other<br>Additional funds for one year<br>grant agreement to administer<br>and purchase substance abuse<br>treatment and prevention<br>services |
| 2) Various Substance Abuse<br>Coordinating Agencies<br>(Listing on file) | \$ 2,340,190.00 Amendment<br>\$ 42,828,427.00 New Total<br><b>FY07</b> 100% Various Funding<br>Additional funds for one-year<br>grant agreement to administer<br>and purchase substance abuse<br>treatment and prevention<br>services  |
| 3) Southeastern Michigan Health<br>Association<br>Detroit, MI            | \$ 261,968.00 Amendment<br>\$ 14,790,435.00 New Total<br><b>FY07</b> 77% Federal Funds<br>1.0% State GF<br>21% State Restricted<br>1% Fees and Other State Funds<br>Additional funds for one year<br>grant to provide funding for<br>various Community Health<br>projects                          |

1. DEPARTMENT OF COMMUNITY HEALTH continued

- 4) Michigan Public Health Institute  
Okemos, MI
- \$ 618,893.00 Amendment  
\$ 24,356,835.00 New Total  
**FY07** 73.86% Federal  
12.21% State GF  
12% State Restricted  
1.29% Fees and Other State  
0.64% Local  
Additional funds for one-year  
grant to provide funding for  
various Community Health  
projects
- 5) Various Vendors  
(Listing on File)
- \$ 389,528.00 Amendment  
\$110,902,895.00 New Total  
**FY07** 23% State GF  
3% State Restricted  
74% Federal Funds  
Additional funds for one-year  
grant agreement that will set  
forth a joint cooperative  
effort facilitating the  
delivery of health services to  
citizens of the state

2. DEPARTMENT OF CORRECTIONS

- 1) J. Weinstein & Sons, Inc.  
Ft. Lauderdale, FL
- \$ 37,400.00 Total  
**FY07** 100% Revolving Fund  
One-time purchase for  
seersucker fabric needed for  
prisoner pajamas and robes for  
Michigan State Industries
- 2) Goodwill Industries of  
Northern Michigan  
Traverse City, MI
- \$ 146,054.00 Amendment  
\$ 546,054.00 New Total  
**FY07** 100% General Fund  
Additional funds for substance  
abuse treatment for parolees

2. DEPARTMENT OF CORRECTIONS continued

3)	Salvation Army Harbor Light Detroit, MI	\$ 243,184.00 Amendment \$ 5,912.185.00 New Total <b>FY07</b> 100% General Fund Additional funds for substance abuse treatment for prisoners, parolees and probationers
----	---	--

3. DEPARTMENT OF EDUCATION

1)	Communication Access Center Flint, MI	\$ 1,270,340.00 Total <b>FY07-10</b> 100% Restricted Funds/Tuition Substitute Teachers for the School for the Deaf
2)	Communication Access Center Flint, MI	\$ 1,661,405.49 Total <b>FY07-10</b> 100% Restricted Funds/Tuition Teacher Aides for the School for the Deaf
3)	Gentiva Health Services Flint, MI	\$ 344,448.00 Total <b>FY07-10</b> 70% Federal Funds 30% Restricted Funds/Tuition Nursing Services for the Michigan School for the Deaf
4)	Sign Language Services of Michigan St. Clair Shores, MI	\$ 306,708.00 Total <b>FY07-10</b> 100% Restricted Funds/ Tuition Interpreter Services for Michigan Schools for the Deaf & Blind
5)	Terri Gordinier Ann Arbor, MI	\$ 70,000.00 Total <b>FY07-08</b> 100% Restricted Funds 313I7200006 Speech Therapy Services for Michigan School for the Deaf

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) CDM Michigan. Inc. \$ 70,000.00 Total  
Detroit, MI **FY07-08** 100% Federal Funds  
For the reduction of gaseous  
chlorine at public water and  
wastewater systems under the  
urban area security initiative
- 2) Prein & Newhof \$ 69,500.00 Total  
Grand Rapids, MI **FY07-08** 100% Federal Funds  
For the reduction of gaseous  
chlorine at public water and  
wastewater systems under the  
non-urban area security  
initiative
- 3) United States Department \$ 319,260.00 Amendment  
of Interior \$ 633,120.00 New Total  
Lansing, MI **FY07** 100% Restricted Funds  
Two-year and three month  
Grant/Joint Funding Agreement  
for Lake Water Quality  
Assessment Monitoring plan
- 4) Keweenaw Soil and \$ 808,713.65 Total  
Water Conservation District **FY07-09** 100% Federal Funds  
Sleepy, MI To restore the stream channel  
through two stamp sand  
deposits in the headwaters of  
the East Branch of the Eagle  
River and stabilize one stamp  
sand deposit in the headwaters  
of the Sleepy River

5. DEPARTMENT OF HUMAN SERVICES

- 1) Jodie Annis \$ 29,160.00 Total  
Kingsley, MI **FY07-09** 100% Federal Funds  
Jim & Annie Casey Foundation  
funding)  
Two+ year-contract for an  
Educational Planner in a 10-  
county area to assist youth who  
are aging out of the foster  
care system

5. DEPARTMENT OF HUMAN SERVICES continued

2)	Thomas Basil Henry, MD Milford, MI	\$ 294,600.00 Total <b>FY07-09</b> 50% General Funds 50% County Chargeback Two+ year-contract for psychiatric services to residents of W. J. Maxey Boys Training School
----	---------------------------------------	---

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

1)	Energy Office Michigan Turfgrass Foundation Lansing, MI	\$ 50,400.00 Total <b>FY07-08</b> 100% Federal Funds Funding will be provided to the grantee to promote monetary incentives to golf courses to purchase bio-based products, or higher blended fuels, oils, lubricants, and/or install or convert on-site fuel dispensing equipment for B20 or higher blends to operate gulf course maintenance equipment
2)	Foster Swift Collins & Smith P.C. Lansing, MI	\$ 74,000.00 Total <b>FY07</b> 100% Restricted Funds The contractor will serve in an independent hearing officer pursuant to Section 613 of the Nonprofit Health Care Corporation Reform Act
3)	Robert N. Swartz Grand Rapids, MI	\$ 50,000.00 Amendment \$ 175,000.00 New Total <b>FY07</b> 100% Restricted Funds Additional funds needed for Special Assistant Attorney General to defend the Homeowner Construction Lien Recovery Fund in litigation commencing under the Construction Lien Act

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- |   |  |
|---|--|
| 4) Statewide Workforce<br>Development Boards<br>(Listing on file) | \$ 290,000.00 Total<br><b>FY07-08</b> 100% Federal Funds<br>Grantee's will receive federal<br>funding to provide employment<br>and training activities for<br>Michigan Regional Skills<br>Alliances (MiRSA) throughout<br>the state. MiRSA's are<br>employer-led, industry-based<br>partnerships designed to<br>improve opportunities for<br>workers to be placed into<br>permanent employment |
| 5) Southeast Michigan<br>Community Alliance<br>Taylor, MI         | \$ 174,260.00 Total<br><b>FY07-08</b> 100% Federal Funds<br>Grant funding to build a state<br>and local infrastructure,<br>through a pilot region, to<br>ensure collaboration and<br>coordination of employment,<br>health, and related services to<br>the state's neediest youth,<br>with a particular emphasis on<br>youth in foster care  |

7. DEPARTMENT OF STATE

- |                                       |   |
|---------------------------------------|---|
| 1) Township of Clinton<br>Clinton, MI | Not to Exceed<br>\$ 34,000.00 Total<br><b>FY07</b> 95% Federal 5% GF/GP<br>Reimbursement of HAVA Voting<br>Access for Individuals with<br>Disabilities (VOTE) program |
|---------------------------------------|---|

## **SECTION II. DMB CONTRACTS**

Requests approval of the following:

### **NEW CONTRACTS**

#### **8. DEPARTMENT OF INFORMATION TECHNOLOGY**

- |    |                                      |   |
|----|--------------------------------------|---|
| 1) | Serena, Inc.<br>Hillsboro, OR        | \$ 39,585.00 (1 year)<br><b>FY07-08</b> 100% General Funds<br>084R7200238 Serena Software<br>Support and Services |
| 2) | Western Tel-Com, Inc.<br>Holland, MI | \$ 46,491.00 (One year)<br><b>FY07-08</b> 100% Revolving<br>071I7200233 Saginaw Network<br>Extension Fiber Cable  |

#### **9. DEPARTMENT OF MANAGEMENT AND BUDGET**

- |    |  |   |
|----|--|---|
| 1) | Doyle's Cable Construction<br>LLC<br>Beaverton, MI | \$ 108,744.00 (one year)<br><b>FY07-08</b> 100% Revolving<br>071I7200205 Fiber Ring<br>Augmentation |
|----|--|---|

#### **10. DEPARTMENT OF NATURAL RESOURCES**

- |    |  |  |
|----|--|--|
| 1) | Bio-Oregon (Moore-Clark USA)<br>Longview, WA | \$ 1,186,016.00 (3 years)<br><b>FY07-10</b> 100% Restricted<br>751R6200841/071I6200291<br>Low Phosphorus Fish Food |
|    | EWOS<br>Surry, B.C., Canada                  | \$ 1,389,945.60 (3 years)<br><b>FY07-10</b> 100% Restricted<br>751R6200841/071I6200291<br>Low Phosphorus Fish Food |
| 2) | KJP Sales, Inc.<br>Midland, MI               | \$ 171,562.50 (3 years)<br><b>FY07-10</b> 100% Restricted<br>751R7201363/071I7200212<br>Snowmobile Sign Posts      |



## CONTRACT CHANGES

### 11. DEPARTMENT OF ENVIRONMENTAL QUALITY

- |    |   |   |
|----|---|---|
| 1) | Absopure Water Company<br>Plymouth, MI  | \$ 100,000.00 Amendment<br>\$ 626,762.00 New Total<br><b>FY07-08</b> 100% Restricted Funds<br>071B3001330 Additional funds<br>for a one-year option to the<br>contract for Drinking Water<br>Services             |
| 2) | Great Lakes Commission<br>Ann Arbor, MI | \$ 425,080.00 Amendment<br>\$ 1,104,683.00 New Total<br><b>FY07-08</b> 95% Restricted 5% GF<br>071B4200382 Additional funds<br>for two one-year options to the<br>contract for Water Studies<br>Research Services |

### 12. DEPARTMENT OF INFORMATION TECHNOLOGY

- |    |                                    |  |
|----|------------------------------------|--|
| 1) | Altarum Institute<br>Ann Arbor, MI | \$ 420,000.00 Amendment<br>\$ 1,170,000.00 New Total<br><b>FY07</b> 100% Federal Funds<br>071B6200382 Additional funds<br>for the Michigan Disease<br>Surveillance System (MDSS) |
|----|------------------------------------|--|

### 13. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- |    |  |   |
|----|--|---|
| 1) | Examination Resources, LLC<br>Atlanta, GA                          | \$ 500,000.00 Amendment<br>\$ 1,500,000.00 New Total<br><b>FY07-08</b> 100% Restricted Funds<br>071B5200303 Additional funds<br>for Financial Examination<br>Services                                     |
| 2) | Michigan AFL-CIO Human<br>Resource Development Inc.<br>Lansing, MI | \$ 1,400,000.00 Amendment<br>\$ 2,800,000.00 New Total<br><b>FY07-08</b> 100% Federal Funds<br>071B6200321 Additional funds<br>for a one-year option to the<br>contract for Dislocated Worker<br>Services |

14. DEPARTMENT OF TREASURY

- |    |                                    |   |
|----|------------------------------------|---|
| 1) | Comerica Bank<br>Detroit, MI       | \$ 550,000.00 Amendment<br>\$ 1,492,806.21 New Total<br><b>FY07</b> 100% Earnings from Zero<br>percent Certificate of Deposit<br>071B0000638 Additional funds<br>for a one-year extension of the<br>contract for Financial<br>Electronic Data Interchange<br>(FEDI) for Electronic Funds<br>Transfer (EFT) for Vendor<br>Payments |
| 2) | Simons Michelson Zieve<br>Troy, MI | \$ 17,500,000.00 Amendment<br>\$ 52,500,000.00 New Total<br><b>FY07-08</b> 100% Restricted Funds<br>071B5200395 Additional funds<br>for an option year to the<br>contract for Advertising and<br>Promotional Services for the<br>Bureau of Lottery  |

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

15. DEPARTMENT OF ATTORNEY GENERAL

- |    |                     |          |
|----|---------------------|----------|
| 1) | <u>Janet Godlew</u> | \$500.00 |
|----|---------------------|----------|

The claimant (07-SAB-084) requests \$500.00 reimbursement for her eyeglasses stolen from her desk. There were several other thefts in the office at the time this occurred. This was for her out-of-pocket costs because she had used her vision insurance benefits four months earlier. The Department recommends approval of this claim.

16. DEPARTMENT OF COMMUNITY HEALTH

- 1) Gloria Powell \$ 62.54

The claimant (07-SAB-073) requests \$62.54 reimbursement for her perfume missing while under control of the Department. The Department recommends approval of this claim.

- 2) Lisa Vincent \$100.00

The claimant (07-SAB-060) requests \$100.00 reimbursement for a damaged DVD/CD player. There is evidence to substantiate the claim; therefore, the Department recommends approval of this claim.

17. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) David VanLoo \$573.00

The claimant (07-SAB-065) requests \$573.00 reimbursement for damage to his vehicle while parked in a state parking lot. A vehicle hit his vehicle while it was parked in the lot and there were no witnesses to the incident. The Department recommends denial of this claim because the State of Michigan was not negligent.

18. DEPARTMENT OF NATURAL RESOURCES

- 1) Lee Bosch \$100.06

The claimant (07-SAB-081) requests \$100.06 reimbursement for damage to his vehicle when he struck a deer. The Department recommends denial of this claim.

- 2) Matthew Scott \$912.40

The claimant (07-SAB-051) requests \$912.40 reimbursement for damage to his fence after a DNR officer cut a deer loose. DNR obtained a bid of \$612.40 for the repair, so the Department recommends approval of this claim for \$612.40.

19. DEPARTMENT OF STATE

- 1) James McCullum \$105.00

The claimant (07-SAB-069) requests \$105.00 reimbursement for towing and impound charges. The Department recommends denial of this claim because the vehicle was only towed because when the vehicle was stopped, there was no one in the vehicle with a valid operator's license.

20. DEPARTMENT OF TRANSPORTATION

- 1) Sheri Bankovich \$200.00

The claimant (07-SAB-088) requests \$200.00 reimbursement for damage to her vehicle after a light pole fell on it. The Department recommends approval of this claim.

- 2) Geraldine Lenarcic \$589.52

The claimant (07-SAB-066) requests \$589.52 reimbursement for damage to her vehicle after hitting a pothole. Because the Department did not have adequate notice of the condition, the Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

21. DEPARTMENT OF ATTORNEY GENERAL

- 1) Requests approval for write-offs of \$11,274.00 uncollectible taxes and penalties from employer accounts, representing a total indebtedness of \$12,253,793.93. These debts are barred by the Statute of Limitations in accordance with *MESC v Westphal*.
- 2) Requests approval for write-offs of \$18,818.00 delinquent restitution accounts as uncollectible, representing a total indebtedness of \$36,263,664.52. These debts are barred by the Statute of Limitations in accordance with *MESC v Westphal*.

22. DEPARTMENT OF CORRECTIONS

Requests permission to dispose of unclaimed and abandoned prisoner property without intrinsic value in accordance with PD-BCF-53.01, Section IV, Abandoned and Unclaimed Property from the following facilities:

Saginaw Correctional Facility, 7/13/2007

23. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) The Secretary of the State Administrative Board requests approval of the State Administrative Board 2008 Calendar of Deadlines and Meetings.
- 2) Requests release of capital outlay appropriations included in Public Act 41 of 2007 totaling \$56,020,200.00 (\$2,000,000.00 interdepartmental grant revenues, \$13,825,900.00 federal revenues, \$40,194,300.00 state restricted fund, and \$0 state general fund/general purpose) for the Department of Agriculture, Department of Management and Budget, Military and Veterans Affairs, natural Resources and Department of Transportation, for the fiscal year ending September 30, 2007.
- 3) Provide clarification/explanation (retroactive) as to the contract entered into with the Anastasini Circus in the amount of \$35,000.00.
- 4) This is to report an emergency purchase by DMB Facilities Administration for orders (071N7200986 in the amount of \$7,796.45 and 071N200987 in the amount of \$53,872.68 for a total of \$61,194.13) to remove and replace one 500 K.V.A. electrical transformer at the State of Michigan's Secondary Complex, Secretary of State Office Building. This transformer regulates all incoming electrical power to this building

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

S U P P L E M E N T A L  
A G E N D A

**FINANCE AND CLAIMS COMMITTEE**

July 31, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

**STATE ADMINISTRATIVE BOARD**

August 7, 2007, 11:00 a.m.  
Lake Superior Room  
1<sup>st</sup> Floor, Michigan Library  
and Historical Center

. . . . .

This agenda is for general informational purposes only.  
At its discretion the Finance and Claims Committee may revise  
this agenda and may take up other issues at the meeting.

**SECTION I. AGENCY CONTRACTS**

Requests approval of the following:

1s. DEPARTMENT OF ENVIRONMENTAL QUALITY

- |    |                                       |  |
|----|---------------------------------------|--|
| 1) | Various Grantees<br>(Listing on file) | \$ 1,503,580.00 Total<br><b>FY07</b> 100% State Restricted<br>Clean Michigan Bond Initiative<br>To fund new non-point source<br>pollution control grants and<br>match the federal Section 319<br>grant |
| 2) | Various Grantees<br>(Listing on file) | \$ 988,944.00 Total<br><b>FY07</b> 100% State Restricted<br>Clean Michigan Bond Initiative<br>To fund new grants to implement<br>storm water controls  |
| 3) | Various Grantees<br>(Listing on file) | \$ 2,943,418.00 Total<br><b>FY07</b> 100% Federal Funds<br>To fund new non-point source<br>pollution control grants  |

2s. DEPARTMENT OF HUMAN SERVICES

- |    |   |  |
|----|---|--|
| 1) | Children's Research Center<br>Madison, WI                         | \$ 142,816.50 Total<br><b>FY07</b> 11% Federal Funds<br>89% General Funds<br>To provide Expert Witness<br>services to perform a case<br>sampling of foster care files<br>to assess the quality of foster<br>care provided by the State of<br>Michigan for defense of a class<br>action lawsuit |
| 2) | Various Community Action<br>Agencies (CAA's)<br>(Listing on file) | \$ 0.00 Amendment<br>\$ 8,917,037.00 New Total<br><b>FY07</b> 100% Federal Funds<br>Redistributing funds for<br>weatherization and client<br>education services to maximize<br>energy efficiency for low-<br>income households   |

SECTION II. DMB CONTRACTS

Requests approval of the following:

3s. DEPARTMENT OF MANAGEMENT AND BUDGET

- |    |                                  |   |
|----|----------------------------------|---|
| 1) | Spotlight Payroll<br>Chicago, IL | \$ 50,133.00 (One-Time)<br><b>FY07</b> 100% Restricted Funds<br>051-70100 Stagehand Services<br>100 Michigan State Fair |
|----|----------------------------------|---|

Withdrawn at ad board

## **CONTRACT CHANGES**

### **4s. DEPARTMENT OF INFORMATION TECHNOLOGY**

- |    |                                 |  |
|----|---------------------------------|--|
| 1) | Accenture L.L.C.<br>Detroit, MI | \$ 33,847,764.00 Amendment<br>\$110,232,609.94 New Total<br><b>FY08-09</b> 66% Federal 34% G/F<br>071B4200157 Additional funds<br>for an 18-month option to the<br>contract for Michigan Child<br>Support Enforcement System<br>Application Maintenance and<br>Development and to defer the<br>remaining FY07 payments to<br>FY08 and obtain price<br>reductions |
| 2) | Saber Solutions<br>Salem, OR    | \$ 55,435.40 Amendment<br>\$ 41,238,605.00 New Total<br><b>FY07</b> 100% Restricted Funds<br>071B6200358 Additional funds<br>for the Vision ORS Project -<br>Business Process<br>Re-engineering contract for<br>the Department of Management<br>and Budget   |

### **SECTION III. RELEASE OF FUNDS TO WORK ORDER**

### **SECTION IV. REVISION TO WORK ORDER**

### **SECTION V. CLAIMS - PERSONAL PROPERTY LOSS**

### **SECTION VI. CLAIMS - PERSONAL INJURY LOSS**

### **SECTION VII. APPROVAL OF SPECIAL ITEMS**

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.



- - - - -

Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of July 31, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Finance and Claims Committee Report covering the regular meeting held July 31, 2007, be approved and adopted with Item 4(4) of the regular agenda withdrawn by the Department of Environmental Quality and Item 3s(1) of the supplemental agenda withdrawn by the Department of Management and Budget at the State Administrative Board meeting on August 7, 2007. The motion was supported by Mr. Pavona and unanimously approved.

# APPROVED

August 7, 2007

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**  
on **August 1, 2007.** Those present being:

Chairperson: Mary G. MacDowell, representing Approved \_\_\_\_\_  
State Treasurer Kleine

Member: Steve Liedel, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved \_\_\_\_\_  
Governor Granholm

Others: Socorro Guerrero, Department of Attorney General; Sherry Bond,  
James Burris, Terri Fitzpatrick, Janet Rouse, Edward Woods,  
III, Department of Management and Budget; Kristi Etue, Terri  
McClure, Department of State Police; Bruce Baker, Senate Fiscal  
Agency; Cana Garrison; Representative Rick Jones' Office; Matt  
Sweeney, Senator Cameron Brown's Office; Kyle Melinn, MIRS

---

The Building Committee regular agenda was presented.

Correspondence was provided by Senator Cameron Brown regarding Item 7.

Following discussion, Mr. Keenan moved that the regular agenda be  
recommended to the State Administrative Board for approval. Supported  
by Mr. Liedel, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

# A G E N D A

## BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

August 1, 2007 / August 7, 2007  
11:00 A.M. Lake Superior Room 1<sup>st</sup> Floor  
Michigan Library and Historical Center

. . . . .  
This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

### **AWARD OF CONSTRUCTION CONTRACTS**

1. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Michigan Library and Historical Center – Roof Replacement  
File No. 071/06098.MNB – Index No. 53225  
Low Responsive Bidder: Royal Roofing Company, Inc., Orion; \$920,000.00

#### **Purpose/Business Case**

The purpose of this contract is to replace the existing roof, which has passed its service life and is leaking.

#### **Benefit**

The new roof will protect the building interiors and contents from water damage.

#### **Funding Source**

100% State Building Authority Funds

#### **Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

#### **Risk Assessment**

Failure to approve this contract will result in the continuation of rain leaking into the building and deteriorating the facility and its contents. Further water leakage could cause the growth of mold which can be a health hazard.

#### **Zip Code**

48909

2. DEPARTMENT OF TRANSPORTATION, CADILLAC – Cadillac Transportation Service Center – New Transportation Service Center  
File No. 591/06176.HRB – Index No. 27000  
Low Responsive Bidder: Ripke Construction Company, Inc., St. Helen;  
\$1,035,096.66

#### **Purpose/Business Case**

The purpose of this contract is to provide construction of a new Transportation Service Center that will replace an outdated facility that is energy and functionally inefficient, contains asbestos, does not comply with building codes and ADA requirements.

**Benefit**

The TSC in Cadillac, Michigan is currently housed in an existing building that does not comply with accessibility requirements, does not have adequate supporting utilities, is energy inefficient, does not meet current code requirements, contains asbestos and is in marginal condition. The building was not designed for the Service Center function and expensive rehabilitation is not warranted over constructing a new facility. Also, local authorities wish to rehabilitate the Cobbs-Mitchell Building as a historic landmark in Cadillac's "Cool Cities" downtown. The new facility will be energy and functionally efficient and will reduce operating costs.

**Funding**

100% Restricted Funds (Trunkline Funds)

**Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

**Risk Assessment**

Failure to award this contract will neglect correction of an inefficient operation that is not in conformance with current building codes and other regulatory requirements, is not energy efficient and potentially poses a health threat to the public and employees.

**Zip Code**

49601

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, DOUGLAS – Air Sparge/Soil Vapor Extraction System Operation and Maintenance  
File No. 761/07118.RRD – Index No. 47918  
Low Responsive Bidder: Great Lakes Carbon Treatment, Kalkaska; \$286,850.00

**Purpose/Business Case**

The purpose of this contract is to provide operation and maintenance services of the air sparge/soil vapor extraction remediation system and monitoring activities for a period of two years. The groundwater at the site is contaminated with primarily chlorinated organic solvents, particularly trichloroethene (TCE), cis-1, 2-dichloroethene (cis) and their breakdown products. The remediation system has been installed to remove the contamination from the site.

**Benefit**

This contract will abate the environmental hazard and prevent the contamination from spreading.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

**Risk Assessment**

Failure to approve this contract could risk violating environmental regulations, cause the contamination to spread to nearby Wicks Creek and Kalamazoo Lake and harm the public due to potential contact and exposure. These activities will remove environmental hazards from the site and therefore reduce the harm to the environment.

**Zip Code**

49406

4. DEPARTMENT OF CORRECTIONS, ST. LOUIS – Pine River Correctional Facility – HVAC Upgrades – Administration Building  
File No. 472/06234.EEW – Index No. 61220  
Low Responsive Bidder: Moore Trosper Construction Company, Inc., Holt;  
\$561,600.00

**Purpose/Business Case**

The purpose of the contract is to separate the existing heating, air conditioning and ventilation (HVAC) system in the Administration Building (Bldg 100) into two separate stand-alone components. By doing so, humidity can be controlled during the summer and the potential for mold growth minimized.

**Benefit**

The contract will ensure that the building meets all applicable Life Safety and Building Code requirements for office facilities. The current system, which requires an intensive maintenance effort, allows the growth of mold during the summer months if the outside humidity is elevated.

**Funding**

100% Special Maintenance Funds

**Commitment**

This work was advertised and competitively bid, with the contract awarded to the lowest responsive, responsible bidder. The contract cost is fixed based on competitive bids.

**Risk Assessment**

It is critical that the contract be approved in order for the HVAC system to be separated into stand-alone components. Elimination of the potential for mold development is critical for the health of the employees, visitors and inmates of the facility. Since the existing HVAC system has proven to be inadequate to control mold growth, there is a potential for the State to be held legally liable under MIOSHA and/or the State Construction Code.

**Zip Code**

48880

**REVISIONS TO CONSTRUCTION CONTRACTS**

5. DEPARTMENT OF ENVIRONMENTAL QUALITY, VARIOUS LOCATIONS – Multiple Site Treatment System – O&M, Free Product Recovery & Monitoring, Groundwater Sampling & Reporting  
File No. 761/06210.RRD – Index No. 44301  
TriMedia Consultants, Marquette; CCO No. 1, Incr. \$413,158.53

**Purpose/Business Case**

The purpose of this change order is to continue to provide operation and maintenance (O&M) of the treatment systems at these sites for a period of 365 calendar days. These

sites are contaminated and require cleanup activities. It's anticipated that the systems will continue to operate until the sites are cleaned up.

**Benefit**

This contract will protect the environment by removing and treating contaminated materials from the sites and controlling the spread of contamination.

**Funding Source**

100% Refined Petroleum Fund (RPF)

**Commitment**

This contract change order is for continuous operation and maintenance activities of the remediation system. The cost of this change order is fixed based on the contractor's quotation. The amount of the contract is within the authorized total project cost.

**Risk Assessment**

Failure to approve this change order results in the discontinuation of the systems' operation, which may cause the contamination to spread and potentially contaminate larger areas.

**Zip Codes**

49721, 49746, 49709

6. DEPARTMENT OF ENVIRONMENTAL QUALITY, REED CITY – Osceola  
Refinery – Abandoned Pipeline Removal  
File No. 761/06015.RRD – Index No. 47418  
ASI Environmental Technologies, Inc., Ludington; CCO No. 3, Incr. \$565,491.00

**Purpose/Business Case**

The purpose of this contract change order is to adjust the contract quantities to match the actual site measured quantities and increase the contract time 33 calendar days.

**Benefit**

The change will remove contaminated materials from the site to prevent contamination from spreading and protect the environment.

**Funding Source**

100% Clean Michigan Initiative (CMI)

**Commitment**

This contract change order is for adjusting the contract quantities to match the actual site measured quantities. The cost of this change order is fixed based on the contractor's quotation.

**Risk Assessment**

Failure to approve this change order risks delaying the completion of the environmental cleanup activities, thereby potentially jeopardizing the health and safety of the public. It may also risk violating the environmental regulations.

**Zip Code**

49677

## **LEASE FOR PRIVATE PROPERTY**

7. DEPARTMENT OF STATE POLICE, LANSING – New Lease #11319 effective for a period of 25 years from the date of Substantial Completion and Possession, with River Street Triangle, LLC, a Limited Liability Company, 309 N Washington Square, Suite 115, Lansing, Michigan 48933, as Lessor, and the State of Michigan for the Department of State Police, as Lessee, for 148,000 square feet of space located at the corner of Grand Avenue and Kalamazoo streets, Lansing, Michigan. The rental rate for this space is \$3,685,200.00 annually (\$307,100.00 per month). This Lease contains a Legislative Restrictive cancellation clause requiring written notice. The State has the option to purchase the building for \$1.00 at the end of the lease term or anytime following twelve months after substantial completion. The Attorney General has approved this Lease as to legal form. This Lease meets the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature, which approved this Lease on March 16, 2007.

### **Purpose/Business Case**

The purpose of this Lease is to relocate approximately 560 employees to downtown Lansing from multiple locations into one location, consolidating law enforcement and homeland security functions. Approval of this Lease will allow the cancellation of Lease #286 located at 714 South Harrison Road, East Lansing and Lease #10261 located at 4000 Collins Road, Lansing. The South Harrison Road property is owned by Michigan State University, which seeks the return of the property for University use. The proposed lease represents a decrease from the original proposal of 490,000 square feet with annual rent estimated at \$8.67 million. The estimated total project cost is \$45,000,000 including a \$6,000,000 allowance for technology, furniture, fixtures, and equipment, to be determined by the State. The estimated project time for completion is 21 months from the effective date of the Lease. The fiscal impact does not occur until the building is available for occupancy in 2009. The rental rate has been verified as being at market rates by two independent real estate firms.

### **Benefit**

The State Police have been at their current location on Harrison Road for over 70 years. It is in deteriorated condition, inefficiently organized throughout several different buildings and has deferred maintenance, including roof repair needs estimated to be \$2.3 million. Additional current annual costs for the leased space at Collins Road are approximately \$1.5 million, and annual costs for the third location are an estimated \$470,000. The relocation to the City of Lansing will allow the Department of State Police to meet the constitutional requirement to be headquartered at the seat of government (Const 1963, art 5, sec 9).

### **Funding Source**

General Fund/General Purpose

**Commitment Level**

Twenty-five years; however, this lease contains a Legislative Restrictive cancellation clause requiring written notice. The State has the option to purchase the building for \$1.00 at the end of the lease term or anytime following twelve months after substantial completion.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from relocating and consolidating staff to a central location in accordance with Executive Directive 2003-22 and complying with the constitutional requirement to be located at the seat of government and prevent the department from realizing operational efficiencies associated with consolidating law enforcement and homeland security functions at a single location.

**Zip Code**

48933

8. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, DETROIT - New Lease #11284-2006 effective September 1, 2007, through August 31, 2012, with 333 LP, LLC, a Limited Liability Company, 500 Griswold, 10th Floor, Detroit, Michigan 48226, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth, as Lessee, for 6,842 square feet of office space located at 333 West Fort Street, 17th Floor, Detroit, Michigan 48226. The annual per square foot rental rate for this space is \$17.25 (\$9,835.38 per month). This is a full service Lease. This Lease contains one five-year renewal option with an annual per square foot rental rate to be mutually determined by the Lessor and Lessee based upon "like kind" office space comparables in the immediate area. This Lease contains a Standard cancellation clause with 120-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This Lease allows the Department to relocate and cancel Lease #10843 at 455 Fort Street, Detroit which expired April 30, 2006 and the current landlord will not enter into a new agreement. The new space will also accommodate the Agency's need for additional space to accommodate increased clientele.

**Benefit**

This new Lease will provide additional space as required by the Agency. The new lease provides savings with both a moving allowance and three months free rent. The rental rate is within the current market rates for this sub-market.

**Funding Source**

100% Federal Funds

**Commitment Level**

Five years with one five-year option; however, this Lease contains a Standard cancellation clause with 120-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from obtaining required space with a new cost savings lease and ending a holding over status.

**Zip Code**

48226



9. DEPARTMENT OF HUMAN SERVICES, GAYLORD - New Lease #11270-2006 effective November 20, 2007, through December 31, 2012, with Wellness Enterprise, LLC, a Limited Liability Company, 1447 South Otsego Avenue, Gaylord, Michigan 49735, as Lessor, and the State of Michigan for the Department of Human Services, as Lessee, for 12,188 square feet of office space located at 1999 Walden Drive, Gaylord, Michigan 49735. The annual per square foot rental rate for this space is \$16.55 (\$16,805.47 per month). This rate does not include utility charges, janitorial services and supplies, and rubbish removal. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

The purpose of this Lease is to replace the rental agreement currently in place, which provided the Department of Human Services a new location for its County Office. They moved to this location under the rental agreement because their previous space was in disrepair and had environmental issues.

**Benefit**

This new Lease will allow the Department to remain at this location and prevent further relocation costs, and provide a better environment for staff and clientele.

**Funding Source**

55% General Fund; 45% Federal Funds

**Commitment Level**

Five years; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from continuing to provide uninterrupted services and could bring about increased costs if they are forced to relocate.

**Zip Code**

49735

**SUB-LEASE FOR PRIVATE PROPERTY**

10. DEPARTMENT OF LABOR AND ECONOMIC GROWTH, BIG RAPIDS – New Sub-Lease #11242-2006 effective January 1, 2007, through February 28, 2009, with Michigan Works! West Central, A Governmental Unit, 110 Elm Street, Big Rapids, Michigan 49307, as Lessor, and the State of Michigan for the Department of Labor and Economic Growth as Lessee, for 2,416 square feet of office space located at 826 North State Street, Suite B, Big Rapids, Michigan 49307. The annual per square foot rental rate for this space is \$12.35 (\$2,487.00 per month). This is a full service Sub-Lease. This Sub-Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Sub-Lease as to legal form.

**Purpose/Business Case**

This renewal will keep the Agency at the present location with a full-service Sub-Lease which is within the market rate for comparable office space in the area.

**Benefit**

Renewal of this Sub-Lease allows the Department to continue providing customer service at an established one stop location and avoid relocation costs.

**Funding Source**

100% Federal Funds

**Commitment Level**

Two years and two months; however, this Sub-Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Sub-Lease will hinder the Department from providing uninterrupted services to the clients of Mecosta County and could result in additional expenditures if forced to relocate.

**Zip Code**

49307

**ADDENDUM TO LEASE FOR PRIVATE PROPERTY**

11. DEPARTMENT OF COMMUNITY HEALTH, LANSING - Addendum #1 to Lease #11263-2006 approved by the State Administrative Board on January 16, 2007, Item #17, between Kerrins L.L.C., a Limited Liability Company, P.O. Box 14073, 600 South Walnut, Lansing Michigan 48901, as Lessor, and the State of Michigan for the Department of Community Health, as Lessee, for 30,697 square feet of space located at 927-1001 Terminal Road, Lansing, Michigan 48906. This Addendum provides for correcting the address, the legal description and lease terms regarding the Option to Purchase in Article IV as well as adding the Department to the Notices clause of the Lease. The annual per square foot rental rate is \$13.29 (\$33,996.93 per month). This Addendum becomes effective upon the last State approval and continues to the termination date of the lease, or any extension. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this lease as to legal form. This Lease meets the criteria requiring approval of the Joint Capital Outlay Subcommittee of the Legislature. The Subcommittee approved this Lease on December 14, 2006.

**Purpose/Business Case**

This Addendum corrects the address, the legal description and the Option to Purchase Language as approved in the original Lease, as well as adds the Department to the notices clause of the Lease.

**Benefit**

To have a correct and/or clarified address, legal description and terms of purchase for the leased property, and to add the Department to the Lease notification clause. None of these changes affect either the annual or square foot rental rate.

**Funding Source**

100% Federal Funds

**Commitment Level**

Ten years with two five-year renewal options; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this addendum will hinder the Department from purchasing of the Leased property under circumstances beneficial to either party.

**Zip Code**

48906

**LEASE FOR STATE OWNED PROPERTY**

12. DEPARTMENT OF CORRECTIONS, JACKSON - Renewal of Lease #10797-2006 effective January 1, 2006, through December 31, 2012, with Mark S. Sears, an individual, 5031 Sears Road, Horton, Michigan 49246, as Lessee, and the State of Michigan for the Department of Corrections, as Lessor, for 2,145 acres of farmland located on the grounds of the Southern Michigan Prison, Blackman and Leoni Townships, Jackson County, Michigan. The annual rental rate for this farmland is \$20,150.00 with 10% payable in May and 90% payable in December of each year. The rental rate increases by 3% annually in years three through six. Lessee is responsible for all property taxes due to the local tax authorities over the term of this Lease. This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

**Purpose/Business Case**

This State as Lessor Lease provides for effective management of the land while allowing agricultural production by a private party. This Lease supersedes and cancels the current month-to-month rental agreement.

**Benefit**

This Lease allows the State to secure revenue by utilizing State owned farmland.

**Funding Source**

Income to the State

**Commitment**

Six-years; however, this Lease contains a Standard cancellation clause with 90-days notice.

**Risk Assessment**

Non-approval of this Lease will hinder the Department from recognizing revenue and effectively managing State owned property.

**Zip Code**

49201

16TH DISTRICT  
P.O. BOX 30036  
LANSING, MI 48909-7536  
PHONE: (517) 373-5932  
TOLL-FREE: (866) 305-0316  
FAX: (517) 373-5944  
sencbrown@senate.michigan.gov



THE SENATE  
STATE OF MICHIGAN  
**CAMERON S. BROWN**  
ASSISTANT MAJORITY FLOOR LEADER

DISTRICT OFFICE:  
115 E. MAUMEE STREET  
SUITE #102  
ADRIAN, MI 49221  
PHONE: (517) 266-2002  
FAX: (517) 265-4815

HOMELAND SECURITY AND  
EMERGING TECHNOLOGIES  
COMMITTEE (C)  
CAMPAIGN AND ELECTION  
OVERSIGHT COMMITTEE (VC)  
ENERGY POLICY COMMITTEE (VC)  
MICHIGAN CAPITOL COMMITTEE  
LEGISLATIVE COUNCIL  
(ALTERNATE)  
APPROPRIATIONS COMMITTEE  
AGRICULTURE (C)  
HISTORY, ARTS, AND  
LIBRARIES (VC)  
K-12, SCHOOL AID,  
EDUCATION (VC)  
CAPITAL OUTLAY

August 1, 2007

State Administrative Board Building Committee  
P.O. Box 30026  
Lansing, MI 48909

Dear Committee Members:

Today, the Building Committee is scheduled to consider the construction of a new headquarters for the Michigan State Police. I strongly urge you to reject this proposal.

I have long been an advocate for the Michigan State Police, having chaired the department's budget subcommittee in both the House of Representatives and the Senate for a total of eight years. This being said, I do not believe the headquarters proposal before the committee is in the best interest of the State Police troopers, or the taxpayers of Michigan.

As you are likely aware, numerous concerns have been raised about this project. The current headquarters, located in East Lansing, is leased to the state at a cost of just one dollar per year through 2030. While the facility requires some basic repairs, such as a new roof, the Senate Fiscal Agency estimates that these would total just over \$2 million – a far cry from the \$5 million per year lease for the proposed headquarters. Additionally, the project before you, which was not open to competitive bidding, is insufficient to house many key State Police functions such as the Emergency Operations Center and the Fusion Center, and is located within a flood plain. The new building would also lack the current headquarters' helicopter pad and unique staging area for emergencies.

Most importantly, however, is the message approval of this project would send to the men and women in uniform. I can only imagine the frustration of troopers - many of whom were threatened with layoff notices earlier this year due to budget restrictions - when they hear that the state has managed to identify \$45 million for a new headquarters that is not needed. As members of the Administrative Board's Building Committee, you

have an opportunity to stop this ill-conceived project and send the right message to the State Police troopers and to the taxpayers of Michigan. I urge you to reject this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Cameron S. Brown', with a long horizontal flourish extending to the right.

CAMERON S. BROWN

State Senator

16<sup>th</sup> District

- - - - -

Ms. MacDowell presented the Building Committee Report for the regular meeting of August 1, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Building Committee Reports covering the regular meeting held August 1, 2007, be approved and adopted. The motion was supported by Mr. Herzig.

Mr. Keenan asked Colonel Peter Munoz, the Director of Michigan State Police, "Does MSP support the new headquarters (lease)?"

Colonel Munoz said, "Yes."

Mr. Keenan asked, "Are you speaking freely?"

Colonel Munoz said, "Yes."

Mr. Keenan introduced Terri Fitzpatrick and asked her to provide details of the lease.

Ms. Fitzpatrick's comments follow:

## **MSP Headquarters – Lansing, Michigan Lease # 11319 Overview**

This lease is for a new building containing 148,000 square feet to be constructed at the corner of Grand Avenue and Kalamazoo Streets in the City of Lansing.

The Joint Capital Outlay Subcommittee of the Legislature approved the lease in March, 2007. The lease has been approved as to legal form by the Attorney General.

The annual rent is \$3,685,200 – this represents a significant decrease from the original project scope in 2002 with an annual rent of \$8,670,000 and more than 400,000 square feet. The rental rate has been confirmed as being at market by two independent real estate firms.

The new building will replace and consolidate law enforcement operations from three separate locations - leased spaces at Collins Road and Harrison Road, and space at Secondary complex - into one location in downtown Lansing.

The Harrison Road location is leased from Michigan State University which seeks the return of the property to reuse for additional academic and other university-related purposes.

The State Police have been located at the Harrison Road property for over 70 years. It is in deteriorated condition and currently requires approximately \$2.3 million in repairs, including systems upgrading and a roof replacement, and has historically cost about \$340,000 annually to maintain. Future costs of maintaining this leased property are unknown due to the age and condition of the buildings.

Additional current costs include \$1.5 million annually for the leased space at Collins Road, and \$470,000 per year for the space at Secondary Complex.

This is a 25-year lease with the option to purchase for \$1.00 at the end of the lease term or any time following twelve months after substantial completion, and contains a legislative restrictive cancellation clause.

The estimated project time frame for completion is 21 months from the effective date of the Lease. The fiscal impact does not occur until the building is available for occupancy in 2009.

The downtown Lansing location meets the objectives of Executive Directive 2003-22 – Locating Offices in Urban Areas, and allows the Department of State Police to meet the constitutional requirement to be headquartered at the seat of government (Const 1963, art 5, sec 9).

Mr. Keenan thanked Ms. Fitzpatrick for the information.

Mr. Pavona asked, "Was a market analysis of the rental rate performed?" Ms. Fitzpatrick said, "Yes. Two independent appraisers confirmed the rental rate is at the market rate."

The report was unanimously approved and adopted.



# APPROVED

August 7, 2007

Michigan State  
Administrative Board

## COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

---

The Honorable Jennifer M. Granholm, Governor  
and  
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources  
Committee was held at 3:30 p.m. on August 1, 2007. Those present  
being:

Chairperson: Joseph Pavona, representing Approved \_\_\_\_\_  
Secretary of State Land

Member: Walt Herzig, representing Approved \_\_\_\_\_  
Lt. Governor Cherry

Member: James Shell, representing Approved \_\_\_\_\_  
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget; Tom  
Hoane, Department of Natural Resources; Mike Blackledge, Keith  
Brown, Connie Hanrahan, Pam Lavender, Patrick Scarlett, Betsy  
Steudle, Karen Watson, Department of Transportation

---

The Department of Natural Resources agenda was presented.

Following discussion, Mr. Shell moved that the Natural Resources agenda  
be recommended to the State Administrative Board for approval.  
Supported by Mr. Herzig, the motion was unanimously adopted.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

A retroactive letter was received from Kirk Steudle, Director of the  
Department of Transportation, regarding Items 91, 95, 97, 99, and 158  
of the Transportation agenda.

Correspondence was received from Kirk Steudle, Director of the  
Department of Transportation, regarding an emergency contract for  
\$34,900.00 with Norman Pestka Construction, Inc. to replace a culvert  
pipe due to the failure of the cross culvert pipe under the eastbound  
section of M-38 in Ontonagon County approximately 3.1 miles east of the  
Village of Ontonagon

Transportation and Natural Resources Committee Report  
August 1, 2007  
Page 2

Following discussion, Mr. Shell moved that the Transportation agenda be recommended to the State Administrative Board for approval with Items 35 through 37 contingent upon approval by the Office of Commission Audit and additional information for Items 39 and 45. Supported by Mr. Herzig, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

***At the State Administrative Board meeting on August 7, 2007, Item 37 of the Transportation agenda was withdrawn by the Department of Transportation.***

**A G E N D A**

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - August 1, 2007 - 3:30 P.M.  
State Administrative Board Meeting - August 7, 2007 - 11:00 A.M.

.....

**This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.**

**MINERAL LEASES**

1. **ONE DIRECT NONMETALLIC SAND AND GRAVEL LEASE - DEVELOPMENT:** Chippewa County Road Commission, of Sault St. Marie, Michigan, State-owned surface and mineral rights, 40 acres, more or less, Section 34, T44N, R01E, Pickford Township, Chippewa County.

Terms: Seven-year primary term with a possible three-year extension if in the best interest of the State. Royalty rates are \$0.228 per ton for sand and \$0.471 per ton on gravel.

2. **ONE DIRECT NONMETALLIC SAND AND GRAVEL LEASE - DEVELOPMENT:** Chippewa County Road Commission, of Sault St. Marie, Michigan, State-owned surface rights, 40 acres, more or less, Section 22, T41N, R07E, Drummond Island, Chippewa County.

Terms: Seven-year primary term with a possible three-year extension if in the best interest of the State. Royalty rates are \$0.228 per ton for sand and \$0.471 per ton on gravel.

3. **ONE DIRECT UNDERGROUND GAS STORAGE LEASE - DEVELOPMENT WITH RESTRICTION:** CMS Energy Gas Transmission, of Jackson, Michigan, State-owned surface and mineral rights, 680 acres, more or less, Sections 25, 26, 35 and 36, T27N, R08W, Kalkaska Township, Kalkaska County.

Terms: Seven-year primary term, or so long as natural gas is stored and facilities are maintained. Lease Bonus of \$50.00 per acre (\$34,000.00). Annual rental of \$5.00 per acre, adjusted on each seven-year anniversary date, to be determined by the percent change in the Detroit Consumers Price Index for the previous seven-year period.

The Chief of Forest, Mineral and Fire Management approved the items above on July 16, 2007. The form of legal documents involved in these transactions has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:  
Department of Natural Resources

By: \_\_\_\_\_  
Thomas Wellman, Manager  
Mineral and Land Management Section  
Forest, Mineral and Fire Management

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: August 1, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: August 7, 2007 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

---

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

### **CONTRACTS**

1. HIGHWAYS (Real Estate) - Resolution “A” (Public Auction Sale)  
Tracts 413, 960, 985, 1024, 1031, 1032, 1087

Attached is a resolution for sale of excess property that sold at a public auction. These tracts are located in Kent, Ottawa, St. Joseph, and Van Buren Counties. The minimum acceptable bid prices, which are the current appraised market values of the properties as determined by approved appraisals on file, have been established. The properties were advertised and offered at a public auction on June 19, 2007, at the Byron Township Offices, Byron Township, Michigan. Total revenue from the auction is \$1,560,600. The minimum acceptable bid prices, the names of the prospective bidders, and the proposed selling prices are set forth in the attached resolution. The tracts were offered to the local municipality prior to being offered to the public. These parcels were determined to be excess by the Bureau of Highway – Development.

**Criticality:** This is a revenue generating sale. Failure to process this transaction would result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49071, 49093, 49315, 49401, 49518, 49544.

2. HIGHWAYS (Real Estate) - Resolution "B" (Easement – Wetland Mitigation Site)  
Control Section 17022, Job 17-43, Parcel 30

The subject property is located in the township of Detour, Chippewa County, Michigan, and contains approximately 1.38 acres. MDOT is proposing to convey an easement to the Michigan Department of Environmental Quality (MDEQ). The easement is required for MDOT and MDEQ to enter into a wetland mitigation site agreement on the subject property and for MDOT to be in compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites. No money will be exchanged by conveying this easement. This transaction was approved by Dave Wresinski, Division Administrator, Project Planning Division.

**Criticality:** The easement is required for MDOT's compliance with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended, which requires permanent easement protection on all wetland mitigation sites.

**Purpose/Business Case:** MDOT is proposing to convey an easement to MDEQ on a parcel of land that was used for wetland mitigation.

**Benefit:** By conveying the easement on the subject property, MDOT will be complying with Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act of 1994, as amended. Conservation easements on wetland mitigation sites are required within 60 days of permit issuance.

**Funding Source:** No money will be exchanged by conveying this easement. The purpose of the easement is to provide permanent protection of the created wetlands.

**Commitment Level:** N/A.

**Risk Assessment:** MDOT is required under permit conditions to convey an easement on this parcel to MDEQ.

**Cost Reduction:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49725.

3. HIGHWAYS (Real Estate) - Resolution “C” (Transfer to Governmental Agency for Transportation Use)  
Tract 1037, Control Section 82041, Parcel 65, Part A

The subject tract is located in the township of Van Buren, Wayne County, Michigan, and contains approximately 4.38 acres. Wayne County currently has jurisdiction of Ecorse Road in this area and has requested that MDOT transfer fee ownership. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on February 22, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction is necessary to support the development of transportation infrastructure by local units of government.

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, we would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48226.

4. HIGHWAYS (Real Estate) - Resolution “D” (Sale to Abutting Owner)  
Tract 916, Control Section 82293, Parcel 15A, Part A, Parcel 17, Part A

The subject tract is located in the township of Plymouth, Wayne County, Michigan, and contains approximately 11,200 square feet. The tract is landlocked and has two abutting owners. The tract was appraised by Danny Sorrels, Metro Region Property Analyst, on January 26, 2007, at the amount of \$31,000. The tract was approved for sale by Paul Sander, Metro Region Appraisal Manager, on February 13, 2007, for the amount of \$31,000. Faisal & Sons Investment, Inc., one of the abutting owners, has obtained a waiver statement from the other abutting owner stating that it has no interest in purchasing the subject tract and has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$6,200, which represents a 20 percent bid deposit. The tract was offered to the local municipalities prior to being offered to the public per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a revenue-generating sale. Failure to process this transaction could result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property sale or exchange contracts is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties. The sale or exchange of excess property for other state-needed real estate interests returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold or exchanged, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48170.

5. HIGHWAYS (Real Estate) – Resolution “E” (Relinquishment of Easement)  
Tract 1083, Control Section 12021, Parcel 25A, Part B

The subject tract is located in the township of Bronson, Branch County, Michigan, and contains approximately 0.87 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Mick Carpenter, the current underlying fee owner. The relinquishment processing fee of \$500 has been received by MDOT. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on September 15, 2006. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This is a revenue-generating transaction. Failure to process this transaction could result in lost revenue to the state.

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If excess property is not relinquished, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49028.



6. HIGHWAYS (Real Estate) – Resolution “F” (Excess Exchange)  
Tract 1064, Control Section 82111, Parcel 5, Part B, Parcel 16, Part A

The subject tract is located in the city of Detroit, Wayne County, Michigan, and contains approximately 215 square feet. MGM Grand Casino has proposed a property exchange with MDOT to clarify property issues that arose after nearby roads were abandoned within the casino’s site plan. The exchange will give MDOT a uniform limited access line along Highway US-10 and correct ring road problems for the MGM Grand Casino. The property owned by the MGM Grand Casino is located in the city of Detroit, Wayne County, Michigan, and contains approximately 248 square feet. The properties being exchanged are nearly identical in size; therefore, an even exchange has been approved. The transaction was approved for exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on May 9, 2007.

**Criticality:** This exchange transaction will provide MDOT with a uniform limited access line along Highway US-10 and will correct ring (circular) road problems for the MGM Grand Casino development project.

**Purpose/Business Case:** The purpose of this exchange agreement is to solve an irregular right-of-way line problem by making the right-of-way line uniform to accommodate road access to the MGM Grand Casino.

**Benefit:** MDOT benefits local traffic by making the right-of-way more uniform in length.

**Funding Source:** No special funding source is required for this exchange.

**Commitment Level:** MDOT is committed to an equal exchange of property at no additional cost to MDOT.

**Risk Assessment:** The risk is one of traffic and safety issues if the right-of-way is not uniform. This exchange solves the traffic and safety problem created by an irregular right-of-way line.

**Cost Reduction:** There are no special costs involved with this exchange.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48226.

7. HIGHWAYS (Real Estate) - Resolution “G” (Transfer to Governmental Agency for Transportation Use)

Tract 1040, Control Section 41064, Parcel 423, Part A

The subject tract is located in the township of Byron, Kent County, Michigan, and contains approximately 23,400 square feet. The Kent County Road Commission indicated that this property was needed for a staging area for the M-6 Southbelt Non-Motorized Trail. An appraisal was not completed since the transfer of property to a governmental agency for transportation purposes requires only a \$1 fee. The deed is subject to a permanent reversionary interest whereby the purchaser agrees that the property will be used for transportation purposes and if at any time the property is not used for transportation purposes, the ownership of the property will revert to MDOT. The tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on September 14, 2007. The property was not offered to all local municipalities because it is a transfer sale to a specific local municipality for a transportation purpose. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** This transaction is necessary to support the development of transportation infrastructure by local units of governments.

**Purpose/Business Case:** The purpose of excess property sale contracts for transportation purposes is to support the development of transportation infrastructure by state agencies and local units of governments.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and promoting transportation infrastructure.

**Funding Source:** N/A - revenue generating.

\* Denotes a non-standard contract/amendment

**Commitment Level:** Excess property used for transportation purpose is transferred to state agencies and local units of governments at no cost with a permanent reverter.

**Risk Assessment:** If excess property is not used for transportation purposes, MDOT would not be supporting the development of transportation infrastructure.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49315.

8. HIGHWAYS (Real Estate) – Resolution “H” (Relinquishment of Easement)

Tract 1113, Control Section 72022, Parcel 5A, Part A

The subject tract is located in the township of Roscommon, Roscommon County, Michigan, and contains approximately 4.59 acres. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by Bob Macheske, the current underlying fee owner of a portion of the tract. In addition to relinquishing the portion of the subject tract for which Mr. Macheske is the underlying fee owner, MDOT, in conjunction with the Roscommon County Road Commission, has determined that a highway easement is no longer needed in this area and it is in the best interest of the state to relinquish the entire tract. The relinquishment processing fee has been waived by MDOT because it is in the best interest of the state to relinquish the entire tract. The relinquishment was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on May 8, 2007. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

**Criticality:** It is in the best interest of the state to relinquish this easement.

**Purpose/Business Case:** The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500. The fee may be waived if it is in the best interest of MDOT.

**Risk Assessment:** If excess property is not relinquished, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48629.

9. **\*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount**

Amendatory Contract (2004-0581/A1) between MDOT and the Marquette County Board of Commissioners will increase the contract amount by \$210,396 due to higher than anticipated costs associated with the construction of the aircraft rescue firefighting (ARFF) vehicle and snow removal equipment (SRE) storage building and the design services for improvements to the runway safety area (RSA). The original contract provides for the construction of a building to house ARFF/SRE equipment (phase II) and for the design of improvements to the RSA for runway 1/19 at the Sawyer International Airport in Marquette, Michigan. The contract term remains unchanged, October 25, 2004, through October 24, 2024. The revised contract amount will be \$3,062,263. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$2,634,000	\$199,874	\$2,833,874
State Bond Funds	\$ 69,315	\$ 5,262	\$ 74,577
Marquette County Funds	\$ 148,552	\$ 5,260	\$ 153,812
Total	<u>\$2,851,867</u>	<u>\$210,396</u>	<u>\$3,062,263</u>

**Criticality:** The construction of the building will provide for improved safety and response time for emergency vehicles accessing the airfield. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the federal grant requires closeout and a delay would disrupt the closeout schedule.

**Purpose/Business Case:** To increase the contract amount to cover higher than anticipated costs associated with the construction of the ARFF/SRE equipment building (phase II) and the design services for improvements to the RSA for runway 1/19.

**Benefit:** Will provide the additional funding needed to close out the project.

**Funding Source:** 92.5% Federal Aviation Administration Funds; 2.5% State Bond Funds; 5% Marquette County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is the loss of federal funds for this project. In addition, a delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

**Cost Reduction:** All construction is procured through federal procurement guidelines and awarded to the lowest bidder. Consultant contracts were reviewed by MDOT personnel for appropriateness and future cost reductions.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49841.

10. **\*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount**

Amendatory Contract (2005-0498/A1) between MDOT and the Northwestern Regional Airport Commission (NRAC) will increase the contract amount by \$66,537 due to higher than anticipated costs associated with the runway safety area improvements. The original contract provides for improvements to the runway safety area for runway 18/36 at the Cherry Capital Airport in Traverse City, Michigan. The contract term remains unchanged, September 12, 2005, through September 11, 2025. The revised contract amount will be \$993,537. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$880,650	\$63,210	\$943,860
State Bond Funds	\$ 23,175	\$ 1,663	\$ 24,838
NRAC Funds	\$ 23,175	\$ 1,664	\$ 24,839
Total	<u>\$927,000</u>	<u>\$66,537</u>	<u>\$993,537</u>

**Criticality:** This project has been completed and is in the closeout phase. The amendment will allow reimbursement of federal funds. Deferring this amendment until an October 2007 or later State Administrative Board agenda would hold up reimbursement of federal funds. The project is 95 percent federally funded.

**Purpose/Business Case:** To increase the contract amount by \$66,537 to cover higher than anticipated costs associated with the runway safety area improvements. The original costs were based on an estimate.

**Benefit:** Will provide the additional funding needed to close out the project.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% NRAC Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is the loss of additional federal funding for this project.

**Cost Reduction:** The construction was procured through federal procurement guidelines and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is not a new contract.

**Zip Code:** 49686.

11. **\*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount**

Amendatory Contract (2006-0533/A1) between MDOT and the Marlette Township will add the performance of an archeological investigation for subsurface artifacts (phase 2) to the project and will increase the contract amount by \$9,500. The original contract provides for the performance of an environmental assessment for runways 1 and 9 at the Marlette Township Airport in Marlette, Michigan. The contract term remains unchanged, August 23, 2006, through August 22, 2026. The revised contract amount will be \$65,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$44,400	\$7,600	\$52,000
State Bond Funds	\$ 9,713	\$1,662	\$11,375
Marlette Township Funds	\$ 1,387	\$ 238	\$ 1,625
Total	<u>\$55,500</u>	<u>\$9,500</u>	<u>\$65,000</u>

**Criticality:** The phase 2 archeological investigation is necessary to complete documentation required under the National Environmental Policy Act (NEPA) pursuant to FAA Order 5050.4B and to obtain project concurrence from the State Historic Preservation Office (SHPO). This project cannot be deferred until an October 2007 or later State Administrative Board agenda because this work must be completed before work to extend runways 1 and 9 can proceed.

**Purpose/Business Case:** To increase the amount by \$9,500 to add the performance of an archeological investigation for subsurface artifacts (phase 2). The subsurface artifacts were discovered during field reconnaissance surveys at the airport.

**Benefit:** Will comply with the requirements of NEPA and SHPO. In addition, once this work is completed, the runway extension project can move forward.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Marlette Township Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not approved, the project cannot be completed as planned. Marlette Township would be responsible for the additional costs of the project. The township cannot afford the additional costs at this time without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48453.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Terminal and Land Acquisition  
Contract (2007-0654) between MDOT and the Emmet County Board of Commissioners will provide federal and state grant funds for the design for the expansion of the terminal building and for land acquisition costs for parcel 38 (phase II) at the Pellston Regional Airport in Pellston, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$832,737. Source of Funds: FAA Funds - \$791,100; State Bond Funds - \$20,818; Emmet County Funds - \$20,819.

**Criticality:** The land portion of this project is a court-ordered settlement resulting from condemnation. Acquiring the land will provide safe approaches for airport users by controlling the properties inside the runway protection zone (RPZ). The design of the terminal expansion is a continuation of an ongoing project encompassing the expansion of the public screening area, including corresponding passenger hold area and baggage screening. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because it is a matter of a court-order settlement and a terminal expansion that will result in increased terminal security.

**Purpose/Business Case:** To provide for the development of engineering plans for the expansion of the terminal building and for the land acquisition costs of parcel 38 (phase II),

**Benefit:** Will comply with the settlement award issued by the Emmet County Circuit Court. The development of the engineering plans will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% Emmet County Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions. The court-ordered settlement amount is not negotiable.

**Selection:** N/A.

**New Project Identification:** The land acquisition is a court-ordered settlement, which was partially paid for under a previous contract. The design is new work. The percentage of new work is approximately 10 percent.

**Zip Code:** 49769.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements and Purchase Equipment

Contract (2007-0655) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the construction of a new taxiway, for airfield paint marking, for the rehabilitation of blast pads for runways 5/23 and 14/32, for the rehabilitation of taxiway A, and for the purchase of snow removal equipment (broom) at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,280,000. Source of Funds: FAA Funds - \$2,166,000; State Bond Funds - \$57,000; MBS International Airport Commission Funds - \$57,000.

**Criticality:** This project will improve traffic flow with a new taxiway and will enhance airport operational safety. The existing blast pads and pavement markings will be brought to current regulations mandated by FAA for operational safety. Taxiway A is in poor condition, and this project will reduce the potential for loose material being ingested into engines or striking ground personnel. The snow removal equipment needs to be ordered before fall to ensure delivery for the winter season. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because of operational safety concerns and FAA safety mandates.

**Purpose/Business Case:** To provide for the construction of a new taxiway, airfield paint marking, rehabilitation of blast pads for run ways 5/23 and 14/32, rehabilitation of taxiway A, and the purchase of snow removal equipment (broom).

**Benefit:** This project will bring the airport into compliance with current FAA standards and will improve safety for air passengers and those on the ground.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% MBS International Airport Commission Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** The taxiway construction and snow removal equipment are new work, while the paint marking, blast pads, and taxiway A work is rehabilitation. The percentage of new work is 90 percent

**Zip Code:** 48623.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Terminal Building

Contract (2007-0656) between MDOT and the MBS International Airport Commission will provide federal and state grant funds for the design of a new terminal building at the MBS International Airport in Saginaw, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$2,264,000. Source of Funds: FAA Funds - \$2,150,800; State Bond Funds - \$56,600; MBS International Airport Commission Funds - \$56,600.

**Criticality:** This project will increase capacity for passenger operations and services. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the existing terminal is above its current capacity and is no longer functional. If the project is delayed, the airport is at risk of losing earmarked FAA funds.

**Purpose/Business Case:** To provide for the development of engineering plans for a new terminal building at the MBS International Airport.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** 95% FAA Funds; 2.5% State Bond Funds; 2.5% MBS International Airport Commission Funds.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48623.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Runway Rehabilitation

Contract (2007-0657) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the design of the rehabilitation of runway 12/30 at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$65,000. Source of Funds: FAA Funds (via block grant) - \$52,000; State Bond Funds - \$11,375; Hastings City/Barry County Airport Commission Funds - \$1,625.

**Criticality:** The existing runway pavement is in poor condition and needs to be rehabilitated. This rehabilitation will reduce the potential for loose material to be ingested into jet engines, which is very costly to repair. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the FAA funding for this project will be lost if it is not used by September 30, 2007.

**Purpose/Business Case:** To provide for the development of engineering plans for the rehabilitation of runway 12/30.

**Benefit:** Will provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Hastings City/Barry County Airport Commission Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 49058.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0659) between MDOT and the Livingston County Board of Commissioners will provide federal and state grant funds for the land acquisitions costs of parcels E13, E14, E37, E38, E40, E41, E42, E52, and E59 at the Livingston County-Spencer J. Hardy Airport in Howell, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$325,000. Source of Funds: FAA Funds (via block grant) - \$260,000; State Bond Funds - \$56,875; Livingston County Funds - \$8,125.

**Criticality:** All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until an October 2007 or later State Administrative Board agenda due to non-compliance with FAA safety requirements.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels E13, E14, E37, E38, E40, E41, E42, E52, and E59. The costs include parcel and consultant costs to acquire the easements, title and preliminary interviews, appraisals and appraisal reviews, negotiations, and surveys and Exhibit X drawings.

**Benefit:** Acquiring these easements will ensure a safe approach to the airport that is free of obstructions.

\* Denotes a non-standard contract/amendment

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Livingston County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48855.

17. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of T-Hangar

Contract (2007-0660) between MDOT and the City of Bay City will provide federal and state grant funds for the construction of a t-hangar at the James Clements Airport in Bay City, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$485,542. Source of Funds: FAA Funds (via block grant) - \$389,600; State Bond Funds - \$83,949; City of Bay City Funds - \$11,993.

**Criticality:** The t-hangars will provide individuals and small businesses with housing for their aircraft. These individuals and businesses are currently on a waiting list for the t-hangars to be constructed. This project will provide a revenue-generating resource for the airport, allowing it to be more self-sufficient. A delay could force the airport to house aircraft at other airports, losing potential revenue.

**Purpose/Business Case:** To provide for the construction of an eight to ten unit t-hangar.

**Benefit:** Will allow the airport to generate revenue to support more independent operations and possibly future projects. This project also will provide locally-based aircraft housing and protection from the environment.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Bay City Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48708.

18. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2007-0661) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide federal and state grant funds for the rehabilitation of taxiway E and for airport crack sealing and paint marking at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$374,400. Source of Funds: FAA Funds (via block grant) - \$299,520; State Bond Funds - \$65,519; Oscoda-Wurtsmith Airport Authority Funds - \$9,361.



**Criticality:** The existing taxiway is in poor condition and needs to be rehabilitated, which will reduce the possibility of loose material being ingested into jet engines, which is costly to repair, or striking ground personnel, which could cause injuries. The FAA requires that airport pavements be marked with paint to indicate the centers and edges of runways, taxiways, and aprons and to indicate where aircraft should stop and which runway an aircraft is approaching. It is essential that airport pavement markings be clear. Cracks periodically occur in the pavement. Sealing of the cracks extends the life of the pavement and reduces future repairs. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the preservation of pavement and pavement marking will assist in keeping the airport open for traffic during the 2007 calendar year and will ensure compliance with the FAA safety standards.

**Purpose/Business Case:** To provide for the rehabilitation of taxiway E and for airport crack sealing and paint marking.

**Benefit:** Will enhance airport safety and comply with FAA standards.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Oscoda-Wurtsmith Airport Authority Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The taxiway rehabilitation will be bid through MDOT and awarded to the lowest bidder. The crack sealing and paint marking was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is rehabilitation of an existing facility.

**Zip Code:** 48750.

19. AERONAUTICS AND FREIGHT (Aeronautics) – Construction of Airport Improvements

Contract (2007-0662) between MDOT and the Oscoda-Wurtsmith Airport Authority will provide federal and state grant funds for the installation of an instrument landing system (ILS) and medium intensity approach lighting system with runway alignment indicator lights (MALSR) (phase 2) at the Oscoda-Wurtsmith Airport in Oscoda, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$71,044. Source of Funds: FAA Funds (via block grant) - \$63,940; State Restricted Aeronautics Funds - \$3,552; Oscoda-Wurtsmith Airport Authority Funds - \$3,552.

**Criticality:** The installation of the ILS/MALSR will enhance airport operational safety and bring the airport into compliance with current FAA standards. This project will improve safety for air passengers and those on the ground. The project cannot be deferred until an October of 2007 or later State Administrative Board agenda because the ILS/MALSR is critical to airport safety and daily landing operations.

**Purpose/Business Case:** To provide for the installation of an ILS/MALSR (phase 2).

**Benefit:** The ILS system will provide guidance to aircraft approaching the runway, especially when visibility is reduced. This project will also provide jobs for consultants and contractors.

**Funding Source:** 90% FAA Funds; 5% State Restricted Aeronautics Funds; 5% Oscoda-Wurtsmith Airport Authority Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was let locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is phase 2 of an existing project.

**Zip Code:** 48750.

20. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0663) between MDOT and the Hastings City/Barry County Airport Commission will provide federal and state grant funds for the land acquisition costs of parcels 12 and 13 at the Hastings City/Barry County Airport in Hastings, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$285,000. Source of Funds: FAA Funds (via block grant) - \$228,000; State Bond Funds - \$49,875; Hastings City/Barry County Airport Commission Funds - \$7,125.

**Criticality:** All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal safety requirement. This project cannot be deferred until an October 2007 or later State Administrative Board agenda due to non-compliance with FAA safety requirements.

**Purpose/Business Case:** To provide for the land acquisition costs of parcels 12 and 13, including land and closing costs, appraisals and appraisal reviews, negotiations, environmental site assessment (phase 1), and update of the Exhibit A property map.

**Benefit:** Acquiring these easements will ensure a safe approach to the airport that is free of obstructions.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Hastings City/Barry County Airport Commission.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49058.

21. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2007-0667) between MDOT and the Schoolcraft County Board of Commissioners will provide federal and state grant funds for the rehabilitation of runway 01/19 and for airport crack sealing on runway 10/28 at the Schoolcraft County Airport in Manistique, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$357,500. Source of Funds: FAA Funds (via block grant) - \$286,000; State Bond Funds - \$62,562; Schoolcraft County Funds - \$8,938.

**Criticality:** Rehabilitation of runway 01/19 is a safety-related project as the runway is in poor condition and in desperate need of rehabilitation. This project includes regrading the intersection of runways 01/19 and 10/28, which will increase operational safety by eliminating an existing severe grade transition. Additionally, crack sealing will be performed on runway 10/28 and the terminal apron, which will extend the life of the pavement. Due to the short construction season of Michigan's Upper Peninsula, this safety-related project cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the rehabilitation of runway 01/19 and airport crack sealing on runway 10/28.

**Benefit:** Will enhance airport safety.

\* Denotes a non-standard contract/amendment

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Schoolcraft County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were two bidders.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 49854.

22. **AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Runway and Taxiway**  
Contract (2007-0668) between MDOT and the Gratiot Community Airport Commission (GCAC) will provide federal and state grant funds for the rehabilitation of runway 9/27 and the taxiway at the Gratiot Community Airport in Alma, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$521,979. Source of Funds: FAA Funds (via block grant) - \$417,583; State Bond Funds - \$91,346; GCAC Funds - \$13,050.

**Criticality:** The existing runway 9/27 and taxiway are in poor condition and need to be rehabilitated. This will reduce the possibility of loose material being ingested into jet engines, which is costly to repair, or striking ground personnel, which could cause injuries. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the pavement is becoming unsafe for aircraft operations.

**Purpose/Business Case:** To provide for the rehabilitation of runway 9/27 and the taxiway.

**Benefit:** Will extend the useful life of the pavement and enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% GCAC Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 48801.

23. **AERONAUTICS AND FREIGHT (Aeronautics) – Development of Hangar Area Site**  
Contract (2007-0669) between MDOT and the Huron County Board of Commissioners will provide federal and state grant funds for the hangar area site development at the Huron County Memorial Airport in Bad Axe, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$393,000. Source of Funds: FAA Funds (via block grant) - \$314,400; State Bond Funds - \$68,775; Huron County Funds - \$9,825.

**Criticality:** This project will provide individuals and small businesses with housing for their aircraft. These individuals and businesses are currently on a waiting list for the t-hangars to be constructed. The project cannot be deferred until an October 2007 or later State Administrative Board agenda because the construction layout of an adjacent private business hangar hinges on the completion of these t-hangars. Delay could force the private business to locate elsewhere, and potential local jobs and revenue could be lost.

**Purpose/Business Case:** To provide for the construction of the hangar area site development.

**Benefit:** Will allow the airport to generate revenue to support more independent operations and future projects. In addition, the construction will provide local based aircraft with housing and protection from the environment. This project will provide jobs for consultants and local contractors.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Huron County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were eight bidders.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48413.

24. **AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Taxiway Pavement**

Contract (2007-0670) between MDOT and the City of Dowagiac will provide federal and state grant funds for the rehabilitation of the taxiway pavements at the Dowagiac Municipal Airport in Dowagiac, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$315,000. Source of Funds: FAA Funds (via block grant) - \$252,000; State Bond Funds - \$55,125; City of Dowagiac Funds - \$7,875.

**Criticality:** The existing taxiway pavements are in very poor condition and in need of rehabilitation. If this project is not completed this year, there will be economic loss to the airport and the community, as the hangars will not be usable due to the extremely poor condition of the taxilanes. Therefore, this project cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the rehabilitation of the taxiway pavements.

**Benefit:** Will extend the useful life of the taxiway pavement and enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Dowagiac Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 49047.

25. AERONAUTICS AND FREIGHT (Aeronautics) – Installation of Runway Lighting  
Contract (2007-0671) between MDOT and the Branch County Board of Commissioners will provide federal and state grant funds for the installation of the medium intensity runway lights (MIRL), runway end identifier lights (REIL), precision approach path indicators (PAPI), and new electrical vault on runway 7/25 at the Branch County Memorial Airport in Coldwater, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$520,000. Source of Funds: FAA Funds (via block grant) - \$416,000; State Bond Funds - \$91,000; Branch County Funds - \$13,000.
- Criticality:** The existing runway lights are in poor condition. During inclement weather, aircraft are dependant on the runway lights. These electrical items are essential for safe operations at the airport; therefore, this project cannot be deferred until an October 2007 or later State Administrative Board agenda.  
**Purpose/Business Case:** To provide for the installation of runway 7/25 lighting and associated electrical work.  
**Benefit:** Will enhance airport safety.  
**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Branch County Funds.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.  
**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were five bidders.  
**Selection:** N/A.  
**New Project Identification:** This is a new project.  
**Zip Code:** 49036.
26. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Runway and Lighting  
Contract (2007-0672) between MDOT and the City of Marshall will provide federal and state grant funds for the rehabilitation of runway 10/28, including the medium intensity runway lights (MIRL), at the Brooks Field in Marshall, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$605,000. Source of Funds: FAA Funds (via block grant) - \$484,000; State Bond Funds - \$105,875; City of Marshall Funds - \$15,125.
- Criticality:** The existing runway 10/28 and associated MIRL are in poor condition and in need of repair. This will reduce the possibility of loose material being ingested into jet engines, which is costly to repair, or striking ground personnel, which could cause injuries. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the runway is becoming unsafe for airport operations.  
**Purpose/Business Case:** To provide for the rehabilitation of runway 10/28, including the MIRL.  
**Benefit:** Will enhance airport safety.  
**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Marshall Funds.  
**Commitment Level:** The contract is for a fixed cost.  
**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were three bidders.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 49068.

27. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Taxilanes

Contract (2007-0673) between MDOT and the Ionia County Board of Commissioners will provide federal and state grant funds for the construction of new taxilanes at the Ionia County Airport in Ionia, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$160,000. Source of Funds: FAA Funds (via block grant) - \$128,000; State Bond Funds - \$28,000; Ionia County Funds - \$4,000.

**Criticality:** The new taxilanes will allow more hangar development at the airport. These hangars will generate revenue for the airport and provide housing and protection for aircraft. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the taxilanes must be constructed before the potential hangar project can move forward.

**Purpose/Business Case:** To provide for the construction of new taxilanes.

**Benefit:** Will allow for additional hangar development at the airport and thus a source of revenue and jobs for the airport.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Ionia County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were ten bidders.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48846.

28. AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Runway and Lighting

Contract (2007-0674) between MDOT and the Saginaw County Board of Commissioners will provide federal and state grant funds for the rehabilitation of runway 5/23 and associated medium intensity runway lights (MIRL) at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$528,000. Source of Funds: FAA Funds (via block grant) - \$422,400; State Bond Funds - \$92,400; Saginaw County Funds - \$13,200.

**Criticality:** The existing runway 5/23 and associated MIRL are in poor condition and in need of repair. This will reduce the possibility of loose material being ingested into jet engines, which is costly to repair, or striking ground personnel, which could cause injuries. This project cannot be deferred until an October 2007 or later State Administrative Board agenda because the runway is becoming unsafe for airport operations.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide for the rehabilitation of runway 5/23 and associated MIRL.

**Benefit:** Will enhance airport safety.

**Funding Source:** 80% FAA Funds; 17.5% State Bond Funds; 2.5% Saginaw County Funds.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder. There were four bidders.

**Selection:** N/A.

**New Project Identification:** This is for rehabilitation of an existing facility.

**Zip Code:** 48601.

29. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization Revision (82092-89382-1), under Master Agreement (94-0805), dated April 24, 1994, between MDOT and CSX Transportation, Inc., (CSX), will provide additional funding of \$90,621 necessary to complete the project. The original authorization amount of \$150,000 was based on a field estimate for the installation of half-roadway gates and upgrading flashing-light signals at the grade crossing of Hix Road in the city of Westland, Wayne County, Michigan. CSX has now provided a detailed estimate that includes additional equipment and labor costs due to a railroad control point near the crossing. The revised authorization amount will be \$240,621. Source of Funds: Federal Highway Administration Funds - \$144,372.60; FY 2006 State Restricted Trunkline Funds - \$96,248.40.

**Criticality:** In November 2006, members of a review team determined that the existing flashing lights needed to be upgraded and that half-roadway gates needed to be installed at the crossing to provide appropriate warning for motorists. The crossing had been the scene of two car-train crashes during the preceding five years. CSX is under an Administrative Order to make the safety enhancements. The additional funding is essential for the railroad to complete the work.

**Purpose/Business Case:** The revised authorization will provide sufficient funding for the installation of half-roadway gates and the upgrade of flashing-light signals at the grade crossing of Hix Road in the city of Westland, Wayne County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The revised authorization amount will allow the railroad to proceed with the project to enhance motorist safety.

**Funding Source:** Funding for this project is provided by federal dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and by state dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660 (1)(a). Federal Highway Administration Funds - \$144,372.60; FY 2006 State Restricted Trunkline Funds - \$96,248.40.

**Commitment Level:** The revised authorization amount is based on CSX's detailed estimate. All costs will be paid on a force account basis.

**Risk Assessment:** Exposure to risk at highway-railroad grade crossings is measured using an FHWA-approved formula known as the New Hampshire Index. The crossing is currently equipped with flashing-light signals. The installation of half-roadway gates and the upgrade of the flashing-light signals will reduce motorist exposure to risk by 63 percent.

**Cost Reduction:** The work will be performed by CSX on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Westland.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48185.

30. \*AERONAUTICS AND FREIGHT (Freight) – Renewal/Extension of Project Completion Period

Amendatory Contract (2005-0201/A2) between MDOT and Specification Stone Products, Inc. (SSPI), will renew and extend the project completion period by one year to provide sufficient time for SSPI to complete the construction phase of the project. The construction phase of the project was delayed due to unresolved labor issues with the current carrier. The original contract provides financial assistance in the form of a loan to SSPI for the construction of 3,528 feet of new track to serve the SSPI facility. The revised project completion period will be from July 22, 2005, through July 21, 2007, and from the date of award of this amendment through one year. The contract term remains unchanged, from July 22, 2005, until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully repaid. The contract amount remains unchanged at \$490,000, or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2005 State Restricted Comprehensive Transportation Funds - \$245,000; SSPI Funds - \$245,000.

**Criticality:** Approval of this amendment to extend the project completion period by one year is critical to the expansion at the SSPI facility and for the promotion of economic development in the city of Kawkawlin, Bay County.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for SSPI to complete the project.

**Benefit:** This project will increase the capacity of SSPI's existing rail siding and provide for the construction of new track to handle additional rail cars. The direct benefit to the public will be the reduction of truck traffic along area highways, the reduction of road congestion, the creation of two new positions, and the retention of seven full-time positions in the city of Kawkawlin.

**Funding Source:** FY 2005 State Restricted Comprehensive Transportation Funds - \$245,000; SSPI Funds - \$245,000.

**Commitment Level:** The contract is based on an estimate from the applicant and serving carrier.

**Risk Assessment:** The risk of not awarding this amendment is lost time needed for project completion at the SSPI facility.

**Cost Reduction:** Work will be competitively bid by SSPI and awarded to the lowest bidder. Payment will be based on actual cost.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49707.

31. \*AERONAUTICS AND FREIGHT (Freight) – Renewal/Extension of Project Completion Period

Amendatory Contract (2006-0256/A1) between MDOT and Lafarge North America, Inc., will renew and extend the project completion period by one year to provide sufficient time for Lafarge North America, Inc., to complete the construction phase of the project. The start-up of the rail track project was held up due to delays in the completion of other projects for the Alpena cement plant that needed to be completed before the rail track project could begin. The original contract provides financial assistance in the form of a loan to Lafarge North America, Inc., for the construction of 750 feet of new track and the installation of two rail crossings to serve its plant. The revised project completion period will be from May 31, 2006, through May 30, 2007, and from the date of award of this amendment through one year. The contract term remains unchanged, from May 31, 2006, until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully repaid. The contract amount remains unchanged at \$175,000. MDOT will loan Lafarge North America, Inc., \$87,500, or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$87,500; Lafarge North America, Inc., Funds - \$87,500.



**Criticality:** The additional time is critical to provide Lafarge's Alpena Cement Plant with a new rail loading area for the receipt of alternative fuels and raw materials.

**Purpose:** To renew and extend the project completion period by one year.

**Benefit:** This project will allow the Lafarge Alpena Cement Plant to transport existing fuels into the plant by rail when vessel shipments are not feasible during the winter months, will provide a proper and modern handling system for alternative fuels and raw materials, will increase the plant's ability to remain competitive in the global cement market, and will significantly reduce the number of truck movements on northeastern Michigan roadways. This project will enable 245 jobs to be retained in the city of Alpena.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$87,500; Lafarge North America, Inc. Funds - \$87,500.

**Commitment Level:** The contract is based on an estimate from the applicant and the serving rail carrier.

**Risk Assessment:** If this amendment is not approved, potential economic growth and job retention in the city of Alpena and needed time for project completion could be lost.

**Cost Reduction:** Work will be competitively bid by Lafarge North America, Inc., and awarded to the lowest bidder.

**New Project Identification:** This is not a new project.

**Zip Code:** 49707.

32. \*AERONAUTICS AND FREIGHT (Freight) - Novation

Amendatory Contract (2006-0301/A1) between MDOT, Midwest Grain Processors, LLC, and Global Ethanol, LLC, will provide for the reassignment of the contract responsibilities from Midwest Grain Processors, LLC, to Global Ethanol, LLC, as the result of a name change. The original contract provides financial assistance in the form of an economic development loan for the construction of four railroad spur tracks and eight railroad turn-outs. The project will provide rail access to the ethanol facility located in Riga Township, Lenawee County. The contract term remains unchanged, from May 17, 2006, until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. The estimated project amount remains unchanged at \$1,987,200. MDOT's loan is for \$968,483 or up to 50 percent of the project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Global Ethanol, LLC, meets its annual shipping commitment. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$968,483; Global Ethanol, LLC, Funds -\$1,018,717.

**Criticality:** Approval of this amendment is necessary to ensure that MDOT's records reflect the correct contracting entity for loan repayment purposes.

**Purpose/Business Case:** This amendment will provide for the reassignment of the contract responsibilities from Midwest Grain Processors, LLC, to Global Ethanol, LLC, to accommodate a corporate name change.

**Benefit:** Will protect the state's investment in rail infrastructure by ensuring that the correctly named entity assumes responsibility for repayment of the economic development fund loan made under the contract.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$968,483; Global Ethanol, LLC Funds -\$1,018,717.

**Commitment Level:** This amendment does not commit any funding; it simply provides the framework for an existing loan to be repaid.

**Risk Assessment:** If this amendment is not approved, it would be necessary to enter into a separate contract with Global Ethanol, LLC, to protect the state's interest in the existing loan contract.

**Cost Reduction:** Project was competitively bid and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49221.

33. \*AERONAUTICS AND FREIGHT (Freight) – Renewal/Extension of Project Completion Period

Amendatory Contract (2006-0334/A1) between MDOT and AJM Packaging Corporation (AJM) will renew and extend the project completion period by one year to provide sufficient time for AJM to complete the construction phase of the project. The extension is necessary because unresolved issues with the servicing railroad and contractor caused a delay in the startup of the rail track work. The original contract provides financial assistance in the form of a loan to AJM for the rehabilitation of 717 feet of rail siding to serve its new facility. The project completion period will be from May 25, 2006, through May 24, 2007, and from the date of award of this amendment through one year. The term of the contract is from May 25, 2006, until the last obligation between the parties has been fulfilled, until the agreement is terminated, or until the loan has been fully repaid. The contract amount remains unchanged at \$49,034, or up to 50 percent of the project cost, whichever is less. Source of Funds: FY 2006 State Restricted Comprehensive Transportation Funds - \$24,517; AJM Funds - \$24,517.

**Criticality:** Approval of this amendment is critical because the project completion period expired on May 24, 2007, and this rail construction project is a key component of AJM's expansion into Michigan because its suppliers only transport materials via rail.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for AJM to complete the construction phase of the project.

**Benefit:** This project will create up to 200 new full time jobs in Wayne County and increase local tax revenues.

**Funding Source:** FY 2006 State Restricted Comprehensive Transportation Funds - \$24,517; AJM Funds - \$24,517.

**Commitment Level:** The contract is based on an estimate from the applicant and the serving rail carrier. Work will be competitively bid by AJM. Payment will be based on actual cost.

**Risk Assessment:** The risk of not awarding this amendment will result in lost time needed for project completion at the new AJM packaging facility.

**Cost Reduction:** AJM will award the project to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48195.

34. \*AERONAUTICS AND FREIGHT (Freight) - Economic Development

Contract (2007-664) between MDOT and the City of Bangor will provide financial assistance in the form of a loan for the construction of a dual rail siding, 705 feet of new track off the main line and an additional 475 feet off the 705 foot line. Both sidings will have a spill containment system. This project will improve rail freight transportation and promote economic development in the city of Bangor. The project will provide rail access to the newly built Michigan BioDiesel, LLC, facility in the city of Bangor, Van Buren County. The production from this facility will create 24 full time positions. The estimated project cost is \$478,515. MDOT will loan the City of Bangor \$239,257, or up to fifty percent of the actual project cost. Provisions included in the contract permit the loan to be forgiven incrementally over a five-year period if Michigan BioDiesel, LLC meets its annual shipping commitment. The contract will be in effect from the date of award until the last obligation between the parties has been fulfilled, until the contract is terminated, or until the loan has been fully repaid. Source of Funds: FY 2007 State Restricted Comprehensive Transportation Funds - \$239,257; City of Bangor Funds - \$239,258.

**Criticality:** This project will provide rail access to the newly built Michigan BioDiesel facility and will allow the company to remain competitive with transportation costs, which is critical to the economic survivability of this biofuel production plant. The plant began production in the fall of 2006, with plans to operate 24/7 with three-shifts of employees. With the increase in the cost of feed stock, the plant has currently reduced its operation until the rail portion is complete and the plant can receive inbound and outbound shipments by rail at the facility.

**Purpose/Business Case:** To provide financial assistance to the City of Bangor for the construction of a dual track siding for rail freight transportation to serve the newly built Michigan BioDiesel facility.

**Benefit:** An increase in the local tax revenues and the creation of 24 full-time jobs in the city of Bangor.

**Funding Source:** FY 2007 State Restricted Comprehensive Transportation Funds - \$239,257; City of Bangor Funds - \$239,258.

**Commitment Level:** The contract is based on an estimate from the applicant. Work will be competitively bid by the City of Bangor.

**Risk Assessment:** If this contract is not approved, an opportunity could be lost to create jobs, increase local tax revenues, and stimulate economic growth in the area.

**Cost Reduction:** City of Bangor will award the project to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49013.

35. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
Authorization (Z4) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for a planned expansion of the federal Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU). The project will ensure that SR2S services are available to all children, including those with disabilities. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$268,939. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal SR2S Program Funds.

**Criticality:** Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to assist schools in completing the planning work necessary to apply for 100% federal funding.

**Purpose/Business Case:** Authorizations (Z1) and (Z2) under Contract (2006-0483) provided for MFF to perform SR2S program functions, including outreach, training, and technical assistance and evaluation to enable schools, communities, and partner agencies to complete the planning necessary to apply for federal SR2S funding. Authorization (Z3) provided funding to MFF to enable MDOT to provide survey and analysis support to school SR2S planning teams. Authorization (Z4) is the next planned step and will ensure that the SR2S Program services are equally available to all children in Michigan.

**Benefit:** MFF will effectively organize and deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and biking to their schools.

**Funding Source:** 100% Federal SR2S Program Funds. The federal funds are earmarked for this program.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** MFF would be unable to complete the next phase of the work program, which would affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

**Cost Reduction:** N/A.

**Selection:** N/A for this authorization; best source for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

36. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program  
Authorization (Z5) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for a planned expansion of the federal Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU). The project will target SR2S services in the Detroit area. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$110,000. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal SR2S Program Funds.

**Criticality:** Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to assist schools in completing the planning work necessary to apply for 100% federal funding.

**Purpose/Business Case:** Authorizations (Z1) and (Z2) under Contract (2006-0483) provided for MFF to perform SR2S program functions, including outreach, training, and technical assistance and evaluation to enable schools, communities, and partner agencies to complete the planning necessary to apply for federal SR2S funding. Authorization (Z3) provided funding to MFF to enable MDOT to provide survey and analysis support to school SR2S planning teams. Authorization (Z4) will ensure that the SR2S Program services will be equally available to all children in Michigan. Authorization (Z5) will specifically target SR2S services in the Detroit area and will address the complex needs of a large urban city setting.

**Benefit:** MFF will be able to effectively organize and deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and biking to their schools.

**Funding Source:** 100% Federal SR2S Program Funds. The federal funds are earmarked for this program.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** MFF would be unable to complete the next phase of the work program, which would affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

**Cost Reduction:** N/A.

**Selection:** N/A for this authorization; best source for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

37. EXECUTIVE (Office of Economic Development and Enhancement) - IDS SR2S Program

Authorization (Z6) under Contract (2006-0483) between MDOT and Michigan Fitness Foundation (MFF) will provide for MFF to continue to assist MDOT in the administration of the federal Safe Routes to School (SR2S) Program (Section 1404 of SAFETEA-LU) in fiscal year 2008. The project will also include the implementation of an SR2S evaluation. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$650,587. The contract term is March 1, 2006, through September 30, 2009. Source of Funds: 100% Federal SR2S Program Funds.

**Criticality:** Completion of the work in this authorization is critical to MDOT's ability to administer federal SR2S funding. The work is essential to the ability of the program to assist schools in completing the planning work necessary to apply for 100% federal funding.

**Purpose/Business Case:** Authorizations (Z1) and (Z2) under Contract (2006-0483) provided for MFF to perform SR2S program functions, including outreach, training, and technical assistance and evaluation to enable schools, communities, and partner agencies to complete the planning necessary to apply for federal SR2S funding. Authorization (Z3) provided funding to MFF to enable MDOT to provide survey and analysis support to school SR2S planning teams. Authorization (Z4) will ensure that the SR2S Program services will be equally available to all children in Michigan. Authorization (Z5) will specifically target SR2S services in the Detroit area and address the complex needs of a large urban city setting. Authorization (Z6) will provide the funding needed for their continued assistance of MFF to MDOT in the administration of the SR2S Program in 2008.

**Benefit:** MFF will be able to effectively organize and deliver this federal program for MDOT. The SR2S Program enhances the safety of children walking and biking to their schools.

**Funding Source:** 100% Federal SR2S Program Funds. The federal funds are earmarked for this program.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** MFF would be unable to complete the next phase of the work program, which would affect the entire SR2S program in Michigan. That could result in MDOT being unable to administer the federal funding program as planned.

**Cost Reduction:** N/A.

**Selection:** N/A for this authorization; best source for original IDS contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

38. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1047) between MDOT and Huron & Eastern Railway Company, Inc., dated July 5, 1994, provides for improvements under job number 100744 to a crossing surface on Highway M-247 near Bay City, Bay County. The improvements include full crossing surface removal and reconstruction, along with recabing of the existing warning signals.

Estimated Funds:

Federal Highway Administrative Funds	\$ 81,026
State Restricted Trunkline Funds	<u>\$ 9,003</u>
Total Funds	<u>\$ 90,029</u>

STR 09012 - 100744

Railroad Force Account Work

**Criticality:** The railroad work is required in the interest of public safety. Job number 100744 is concurrent to approach bid job number M40706 and could involve significant payment to the contractor due to delay if job number 100744 is deferred to an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To rebuild the existing crossing surface and re-cable for warning devices.

**Benefit:** Increased safety by providing a smoother crossing surface.

**Funding Source:** Federal Highway Administrative Funds and State Railroad Grade Crossing Funds.

**Commitment Level:** 90% federal and 10% state; based on railroad estimate.

**Risk Assessment:** Lower probability of vehicle loss of control due to smoother crossing surface.

**Cost Reduction:** Improvements are on railroad property, and Huron & Eastern Railway Company, Inc., is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**New Project Identification:** Improvements to existing railroad crossing.

**Zip Code:** 48706.

39. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2002-0523/A6) between MDOT and Global Remediation Technologies, Inc., will provide for the performance of additional work at the Trichloroethylene clean up site to determine what enhancements must be made to the remediation system to stay in compliance with Michigan Department of Environmental Quality (MDEQ) environmental laws. The consultant will also be performing site characterization work to define the groundwater flow direction as related to the wetland that is west of the contaminated site as well as detailing the location of remaining contamination. Once site characterization has been completed a feasibility study for site specific conditions will be conducted to determine the most advantageous technologies to complete the cleanup. After the most feasible technology has been determined, a bench test will be completed to implement the technology on a small scale prior to system enhancement construction and implementation at the site. This additional work will increase the contract amount by \$893,631.85, and will extend the contract term by three years to provide sufficient time for the consultant to complete the ongoing remediation services at the contaminated site. The original contract provides for the design, installation, operation, and maintenance of a new remediation system for the cleanup of trichloroethylene contaminated soil and groundwater at MDOT's C&T building in Eaton County. The revised contract term will be August 7, 2002, through September 30, 2010. The revised contract amount will be \$3,069,119.76. Source of Funds: 100% MDEQ State Sites Cleanup Funds.

**Criticality:** The current contract will expire on September 30, 2007. Without a contract in place, cleanup at the site may not continue, and MDOT would be out of compliance with State of Michigan environmental statutes. Also, funding for this project is from the MDEQ State Site Cleanup Program, and funding may not be available after October 1, 2007.

**Purpose/Business Case:** To provide for additional work to determine what enhancements must be made to the remediation system in order to be in compliance with MDEQ environmental laws for continuance of the contaminated site clean up, to increase the contract amount by \$893,631.85, and to extend the contract term by three years.

**Benefit:** Will provide for the continuing clean up of the contaminated site.

**Funding Source:** 100% MDEQ State Sites Cleanup Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to clean up the contaminated site will cause MDOT to be out of compliance with the State of Michigan environmental statutes.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; sole source for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

40. HIGHWAYS – Increase Services and Amount, Extend Term

Contract (2002-0648/A4) between MDOT and Hardesty & Hanover, LLP, will provide for the performance of additional design services, will increase the contract amount by \$277,667.18, and will extend the contract term by one year to provide sufficient time for the consultant to complete the services. The additional services include the design for a 24-inch water main, new sanitary sewer line, and electrical and structural elements. The additional work items include utility coordination, municipal utility work, electrical work, revision of final right-of-way plans, traffic signal work, safety analysis, drainage work, and the modification of a retaining wall design. The original contract provides for the performance of early preliminary and design engineering services (Phases I and II) for the bascule bridge replacement on M-85 (Fort Street) at the Rouge River in the city of Detroit, Wayne County (CS 82071- JNs 54049 and 54049D). The revised contract term will be November 14, 2002, through June 1, 2009. The revised contract amount will be \$4,441,173.69. Source of Funds: 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

**Criticality:** It is critical that this amendment be approved at this time to provide for the design of the 24-inch water main and sewer line. Based on utility information received from the City of Detroit, these utilities will be impacted during the roadway reconstruction, and relocation is necessary. If this contract is not approved, the project schedule will be jeopardized. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional design services, to increase the contract amount by \$277,667.18, and to extend the contract term by one year to provide sufficient time for the consultant to complete the services. The additional services include the design for a 24-inch water main, new sanitary sewer line, and electrical and structural elements.

**Benefit:** Will provide for the performance of design services critical to maintaining operational conditions for vehicular and navigational traffic.

**Funding Source:** 80% Federal Highway Administration Funds, 17.5% State Restricted Trunkline Funds, and 2.5% City of Detroit (Act 51) Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the services are not performed at this time, the bridge could continue to deteriorate rapidly, which could necessitate closure of the bridge.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualification-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48217.

41. HIGHWAYS - IDS Time Extension

Amendatory Contract (2004-0571/A1) between MDOT and Alfred Benesch & Company, will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z23), for which additional time is needed to allow the as-needed design services during construction to be completed. The additional time is needed because the original contract did not initially provide sufficient time (See following item.) The original contract provides for engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be September 9, 2004, through September 8, 2008. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Criticality:** This IDS contract will expire on September 9, 2007. If it is not extended, authorization (Z23) cannot be extended, and work under authorization (Z23) will not be completed. If construction assistance services are not extended, the ability to provide timely design assistance for problems that may occur during construction cannot be addressed and the project could be compromised. As a result, this contract cannot be deferred to an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z23). No new authorizations will be issued under this contract.

**Benefit:** Will provide sufficient time for the consultant to complete ongoing work under authorization (Z23), for which additional time is needed to allow for the as-needed design services during construction to be performed throughout the construction phase.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this extension is not approved, the consultant will not be able to complete work under authorization (Z23).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48075.

42. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z23/R2) under Contract (2004-0571) between MDOT and Alfred Benesch & Company will extend the authorization term by one year to provide sufficient time for the consultant to complete ongoing as-needed design services during construction. The additional time is needed because the original contract did not initially provide sufficient time. The original authorization provides for as-needed design services during construction to be performed for M-153 from Mercury Drive to Michigan Avenue in the city of Dearborn, Wayne County (CS 82081-JN 47066A). Services include modifications of staging plans to meet any MDOT-approved construction schedule revisions by the contractor, plan revisions to incorporate any unforeseen field conditions, and verifications of substitutions or changes by the contractor. The revised authorization term will be April 7, 2006, through September 8, 2008. The authorization amount remains unchanged at \$60,612.92. The revised contract term will be September 9, 2004, through September 8, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** This authorization will expire on September 9, 2007. If the authorization is not extended to allow the continuation of the as-needed design services during construction, the ability to provide timely design assistance for problems that may occur during construction could not be addressed and the project could be compromised. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing as-needed design assistance services during construction. The services include modifications of staging plans to meet any MDOT-approved construction schedule revisions by the contractor, plan revisions to incorporate any unforeseen field conditions, and verifications of substitutions or changes by the contractor.

**Benefit:** Will provide for the continuation of necessary design services during construction to address any unforeseen construction issues.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, the ability to provide timely design assistance for problems that may occur during the construction of this project could be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48075.

43. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z18/R1) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of additional construction engineering services and will increase the authorization amount by \$75,000. The additional construction engineering services will be for the acquisition of variable message signs and utility coordination with Detroit Edison to enable electrical power access and compatibility between the variable message signs and the conduits. The original authorization provides for full construction engineering services to be performed on I-94 eastbound to Moross Road to M-29 (23 Mile Road) in the Metro Region (CS 50111 - JN 83060A). The authorization term remains unchanged, June 30, 2006, through June 21, 2008. The revised authorization amount will be \$483,240. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.



**Criticality:** Approval of this revision will allow construction engineering services to be performed for ongoing utility coordination work that is required for electrical power access and compatibility between the variable message signs and the conduits. Failure to provide the construction engineering services would delay a project that is already on a tight schedule and could result in the loss of federal participation on the project. As a result, this revision cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** The additional construction engineering services will be for the acquisition of variable message signs and utility coordination with Detroit Edison to enable electrical power access and compatibility between the variable message signs and the conduits.

**Benefit:** Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects. The construction project will provide for functioning variable message signs and electrical equipment, which will increase safety for motorists.

**Funding Source:** 80% Federal Highway Administrative Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects and could jeopardize completion of the project. If the project is not completed, the variable message signs and equipment will not function and safety risks to motorists may increase.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

44. HIGHWAYS – IDS Engineering Services

Authorization Revision (Z19/R1) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of additional construction engineering services and will increase the authorization amount by \$75,000. The additional construction engineering services will be for the acquisition of variable message signs and utility coordination with Detroit Edison to enable electrical power access and compatibility between the variable message signs and the conduits. The original authorization provides for full construction engineering services to be performed on I-69 from west of M-19 to the Blue Water Bridge and on I-94 from 23 Mile Road to the I-94/I-69 interchange (CS 77023 – JN 59637A). The authorization term remains unchanged, June 30, 2006, through June 21, 2008. The revised authorization amount will be \$422,760. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** Approval of this revision will allow construction engineering services to be performed for ongoing utility coordination work that is required for electrical power access and compatibility between the variable message signs and the conduits. Failure to provide the construction engineering services would delay a project that is already on a tight schedule and could result in the loss of federal participation on the project. As a result, this revision cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** The additional construction engineering services will be for the acquisition of variable message signs and utility coordination with Detroit Edison to enable electrical power access and compatibility between the variable message signs and the conduits.

**Benefit:** Will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects. The construction project will provide for functioning variable message signs and electrical equipment, which will increase safety for motorists.

**Funding Source:** 90% Federal Highway Administrative Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects and could jeopardize completion of the project. If the project is not completed, the variable message signs and equipment will not function and safety risks to motorists may increase.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

45. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0076) between MDOT and Wilbur Smith Associates, Inc., Michigan will provide for the performance of a bicycle path asset management study for I-275 from the I-275/I-96/I-696 interchange in Oakland County to Post Road in Monroe County (CS 82900 - JN 89676). The work items include conducting a survey, an inventory, and an analysis of existing and proposed areas for trail expansion; preparing and facilitating public information meetings; and preparing a final study recommendation report. The path is 44 miles in length. The authorization will be in effect from the date of award through December 7, 2008. The authorization amount will be \$200,000.20. The contract term is December 8, 2005, through December 7, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** The 44-mile trail, considered to be the “spine” of the Metro Region's nonmotorized system, is in disrepair and is impassable in several locations. The asset management study and the eventual rehabilitation of the trail are major goals of the Metro Region's Nonmotorized Advisory Committee. The public information and public meeting aspects of the study will be conducted in coordination with the Michigan Trails and Greenways Alliance, which must utilize grant funds for this purpose in 2007. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** Portions of the bicycle path have deteriorated and are not passable by bicyclists or pedestrians. Other areas, while passable, contain safety hazards or are overgrown with vegetation. The asset management study will help the Metro Region to return the trail to a safe and usable condition. The study will include an inventory and analysis of existing conditions, a plan for bicycle path restoration, and cost estimates for path repairs and reconstruction. The study will also include plans for extending the trail south to the city of Monroe and will include the community in discussions of facility usage and maintenance.

**Benefit:** The asset management study will help to guide the region, through prioritization and phasing, to the most cost-effective and efficient method of rehabilitation. The end result will yield safety benefits and offer residents of Southeast Michigan increased multi-modal choices.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the study is not performed, the rehabilitation of the trail may not be cost effective and may not provide the anticipated safety benefits. Without effective improvements to signage and trail conditions, liability issues could arise. Also, communities along the trail are expecting the study to be performed and are involved in the public aspects of the study in coordination with the consultant and the Michigan Trails and Greenways Alliance.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48075.

46. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0135) between MDOT and NTH Consultants, Limited, will provide for design services to be performed for the extension of the existing sound wall on eastbound M-6 from Division Avenue to Eastern Avenue in Gaines Township, Kent County (CS 41064 - JN 87494C). The services will include preparing required plans, typical cross sections, maintaining traffic plans, geotechnical engineering, and right-of-way plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through February 8, 2009. The authorization amount will be \$249,947.56. The contract term is February 9, 2006, through February 8, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Approval of this authorization is needed to maintain the design project schedule and scheduled letting. This project will provide for the completion of a segment of sound wall that was inadvertently omitted from full analysis after completion of the original M-6 environmental document. The impact on the adjacent residential development should have been included in the original design analysis. It is imperative that MDOT fulfills the intent of the environmental document and extends the sound wall to provide sound attenuation to area residents.

**Purpose/Business Case:** To provide for design services to be performed for extension of the existing sound wall on eastbound M-6 from Division Avenue to Eastern Avenue in Gaines Township, Kent County. The services will include preparing required plans, typical cross sections, maintaining traffic plans, geotechnical engineering, and right-of-way plans; performing surveys; and solving any problems that may arise during the design of the project.

**Benefit:** The extension of an existing sound wall along eastbound M-6 to the east of the current ending point along the Lafayette Acres Subdivision will provide sound attenuation to area residents.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the authorization is not approved in time for the scheduled letting and the sound wall is not extended, sound attenuation will not be provided and road noise will continue to disturb area residents.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49548.

47. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for design survey services for the performance of a ground survey for full reconstruction of the westbound lane of I-94 from Albion to Marshall in Calhoun County (CS 13083 - JN 86970C). The work items include survey control placement, hard surface observations, structure details and detailed mapping of visible utilities, ramps, signs and other topographic features. The authorization will be in effect from the date of award through March 22, 2009. The authorization amount will be \$238,847.47. The contract term is March 23, 2006, through March 22, 2009. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Criticality:** This section of I-94 is deteriorating quickly, requiring that 50 percent of the eastbound lane be reconstructed. (The scheduled completion date is August 1, 2007.) The remaining section of the roadway will be designed by the Marshall Transportation Service Center beginning on January 1, 2008. This survey work is essential to the design and needs to be completed before the design work can begin and before winter. As a result, this authorization cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of a ground survey for full reconstruction of the westbound lane of I-94 from Albion to Marshall. The Marshall Transportation Service Center has reviewed similar interstate survey projects and modified the scope to save time and money by identifying specific required cross sections, utilities, and drainage and by reducing full topographic mapping to four ramp areas. Control for the project has been scaled back to accommodate Global Positioning System machine grading for construction. Section corners will be located in case a right-of-way issue presents itself through the project life.

**Benefit:** The reconstruction will reduce time and funds required for plan completion.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The reconstruction of this segment of I-94 will provide for improved driver safety. Without the survey, MDOT cannot accurately estimate the scope or materials required to complete the project to the required quality.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49068.

48. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2006-0394) between MDOT and Great Lakes Engineering Group, LLC, will provide for the performance of as-needed bridge safety inspections for structures located on state trunkline roads within the University Region in accordance with the requirements of the National Bridge Inspection Standards (NBIS). The work items include field inspection; administrative and inspection reporting; and pre-inspection biweekly status, and project closeout meetings. This authorization will be in effect from the date of award through June 7, 2009. The authorization amount will be \$146,628.64. The contract term is June 8, 2006, through June 7, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** In accordance with state and federal law, each bridge under MDOT jurisdiction must be inspected following Federal Highway Administration (FHWA) NBIS. Each bridge must be inspected every 24 months. This contract will provide professional assistance to complete this work within the mandated time frame. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of as-needed bridge safety inspections for structures located on state trunkline roads within the University Region, in accordance with the requirements of the NBIS.

**Benefit:** Will provide for adequate safety inspection, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for bridge safety inspections.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate safety inspection, which could result in bridge deterioration and failure. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49201.

49. HIGHWAYS - IDS Engineering Services

Authorization (Z9) under Contract (2006-0410) between MDOT and Williams & Works, Inc., will provide for design services to be performed for right-of-way acquisitions and the widening of the roadway for the construction of a left-turn lane on M-89 from Grant Street to Jefferson Road, Allegan County (CS 03023 - JN 87588C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; designing municipal utilities; performing surveys; and solving any problems that may arise during the design of this project. The authorization will be in effect from the date of award through June 20, 2009. The authorization amount will be \$107,319.29. The contract term is June 21, 2006, through June 20, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This project was selected and approved by the Federal Highways Department as a 2009 Congestion Mitigation Air Quality (CMAQ) project. The current schedule allows the design to be completed for a December 2008 letting. Any delay in the design schedule will result in a delay in the letting schedule. If the project is not let in 2009, the funds will no longer be available for the project. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for road design services to be performed for widening of the roadway for the construction of a left-turn lane on M-89 from Grant Street to Jefferson Road, Allegan County.

**Benefit:** Will enhance public safety and provide a safer and more efficient roadway.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the most efficient and safe design might not be utilized and the public might not receive the highest quality product. The strategy to improve the existing system and meet statewide condition goals would be jeopardized.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49078.

50. HIGHWAYS - Increase Services and Amount, Extend Term

Amendatory Contract (2006-0530/A1) between MDOT and Bergmann Associates, Inc., will provide for the performance of additional design services, will increase the contract amount by \$250,491.74, and will extend the contract term by six months to provide sufficient time for the consultant to complete the design services. The additional services will include survey pickup and topographic mapping along Auxiliary Road, wetland area staking, geotechnical explorations, pump house evaluation, and increased Service Road borings. The original contract provides for the design of two railroad underpass structures; the realignment and widening of Farm Lane, including bike lane and pedestrian facilities; the work required to tie in intersecting streets; parking lot entrance reconstruction; and storm sewer design, including a pump station. The revised contract amount will be \$2,451,868.79. The revised contract term will be October 18, 2006, through June 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The additional work included in this amendment is required to complete the design of the project as agreed upon with the FHWA. The Farm Lane project separates two at-grade railroad crossings by constructing bridges. This will reduce the number of potential conflicts between vehicles and trains and pedestrians and trains. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of additional survey and design work to replace an existing service road, and additional soil boring work.

\* Denotes a non-standard contract/amendment

**Benefit:** Will improve the reduction in potential conflicts between trains and vehicles/pedestrians.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this amendment is not approved, conflicts between trains and vehicles/pedestrians will continue.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; N/A for original contract.

**New Project Identification:** This is a new project.

**Zip Code:** 48824.

51. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2006-0603) between MDOT and Rowe, Inc., will provide for the performance of full construction engineering services for the hot mix asphalt (HMA) paving, parking area construction, installation of equestrian facilities, and bridge rehabilitation work at the Southern Links Trailway along the old abandoned railroad grade from the village of Columbiaville to the village of Otter Lake, Lapeer County (CS 84914 - JN 86858A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$133,958.52. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** The Southern Links Committee has been working for several years to purchase the necessary right-of-way and planning for this project. An enhancement grant has been obtained that will fund 80 percent of the project using federal dollars. Plans have been developed, and the project will be let in July, 2007. Construction will begin in September 2007 with completion planned for summer 2008. The authorization needs to be approved prior to October so that inspection can be performed in September.

**Purpose/Business Case:** To provide for the performance of full construction engineering services for the hot mix asphalt (HMA) paving, parking area construction, installation of equestrian facilities, and bridge rehabilitation work at the Southern Links Trailway along the old abandoned railroad grade from the village of Columbiaville to the village of Otter Lake, Lapeer County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48421.

52. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2007-0306) between MDOT and Hubbell, Roth & Clark, Inc., will provide for the performance of design services for the concrete reconstruction of the existing pavement, hot mix asphalt (HMA) coldmilling and resurfacing, drainage upgrades, and additional left turn lanes on M-37 at Lake Eastbrook Boulevard and Woodland Drive, Kent County (CS 41051 - JN 90161C). The authorization will be in effect from the date of award through October 17, 2009. The authorization amount will be \$205,767.46. The contract term is October 18, 2006, through October 17, 2009. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** Approval of this authorization is needed to maintain the design project schedule and scheduled letting. Additionally, this project is being coordinated with the Cities of Kentwood and Grand Rapids to attain the necessary right-of-way and align the funding earmarks and local construction projects that are adjacent to this project. Maintaining the schedule for this project will ensure that the combination of MDOT and Local Congestion Mitigation and Air Quality funds that have been appropriated for this project are obligated and not lost.

**Purpose/Business Case:** To provide for the performance of design services for the concrete reconstruction of the existing pavement, HMA cold milling and resurfacing, drainage upgrades, and additional left turn lanes on M-37 at Lake Eastbrook Boulevard and Woodland Drive, Kent County.

**Benefit:** Will provide for decreased user delays, increased pavement friction, better ride quality, and reduced maintenance to this segment of roadway for longer durations than the existing cycle.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved and the services are not performed, the pavement will continue to deteriorate and additional maintenance will be required, which will result in increased user delays and possible safety concerns.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49506.

53. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for the design of a sound barrier wall along M-53 from 18 Mile Road to Utica Road, Macomb County (CS 50011, JN 75865C). The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$164,122.45. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 80% Federal Highway Administration Funds (FHWA) and 20% State Restricted Trunkline Funds.

**Criticality:** After completion of a capacity improvement project on M-53, MDOT determined that the decibel level along M-53 from 18 Mile Road to Utica Road exceeded federal limits; therefore, a sound wall needs to be constructed. Delaying the authorization will jeopardize the proposed letting date and will continue to expose the nearby residents to higher noise levels created by the capacity improvement project, resulting in noncompliance with federal regulations. As a result, this contract cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the design of a sound barrier wall along M-53 from 18 Mile Road to Utica Road in Macomb County.

**Benefit:** Will reduce the level of freeway noise carried to the adjacent neighborhood.

**Funding Source:** 80% FHWA Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this work is not performed, the level of noise will continue to exceed the criteria set forth in the FHWA Traffic Noise Analysis and Abatement-Policy and Guidance document.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a new project.

**Zip Code:** 48313.

54. HIGHWAYS - IDS Engineering Services

Authorization (Z15) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for the performance of Intelligent Transportation Systems (ITS) design and system manager services for I-196 between Market Street and I-96, for I-96 between M-11 (Remembrance Avenue) and Cascade Road, and for US-131 between West River Drive and 36th Street in the cities of Grand Rapids, Walker, and Wyoming, Kent County (CS 41900 - JN 87662C). The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$158,513.13. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Criticality:** Traffic monitoring and public information equipment will expand the area that the MDOT Traffic Management Center (TMC) and partner agencies can cover with traffic information, incident management services, and emergency response. Improved traffic incident management saves time, money, and lives. As a result, this authorization cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for the performance of ITS design and system manager services on I-196 between Market Street and I-96, I-96 between M-11 (Remembrance Avenue) and Cascade Road, and US-131 between West River Drive and 36th Street, in the cities of Grand Rapids, Walker, and Wyoming, Kent County.

**Benefit:** Will assist MDOT in improving incident management services and achieving the safety and operational goals of the ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation and would not allow MDOT to improve incident management services and achieve the safety and operational goals of the ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a new project.

**Zip Code:** 49503.

55. HIGHWAYS - IDS Engineering Services

Contract (2007-0645) between MDOT and Hurley & Stewart, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.



56. HIGHWAYS - IDS Engineering Services  
Contract (2007-0647) between MDOT and Giffels-Webster Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
57. HIGHWAYS - IDS Engineering Services  
Contract (2007-0648) between MDOT and Taiga Engineering, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
58. HIGHWAYS - IDS Engineering Services  
Contract (2007-0651) between MDOT and Construction Technical Specialists, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
59. HIGHWAYS – Engineering Services for Trunkline Railroad Construction Contract  
Contract (2007-5355) between MDOT and the Chippewa County Economic Development Corporation (CCEDC) will set forth the roles and responsibilities for the grade crossing improvement project at the track crossing of CCEDC’s railroad track and Highway M-80 near Kinross, Michigan. The contract will also allow CCEDC to be reimbursed for engineering costs associated with the project.

Estimated Funds:

Federal Highway Administration Funds	\$25,470
State Restricted Trunkline Funds	\$ 2,830
Chippewa County Economic Development Corporation	\$ 0
Total Funds	<u>\$28,300</u>

STR 17082-81322; Chippewa County  
Railroad Force Account Work

**Criticality:** CCEDC owns the railroad tracks at the former Kincheloe Air Force Base and this project is expected to increase industrial development and growth in the area. Delaying approval of this contract would substantially hinder growth and development in the community and surrounding areas.

**Purpose/Business Case:** To provide for the engineering review necessary to facilitate a crossing improvement project.

**Benefit:** This project will assist CCEDC with the construction improvements and will improve the quality of this at-grade crossing.

**Funding Source:** Federal Surface Transportation Rail Highway Funds and State Trunkline Funds.

**Commitment Level:** 90% federal, 10% state; based on estimate.

**Risk Assessment:** Pursuant to federal regulations (CFR 23, Part 646), CCEDC is entitled to reimbursement of costs for engineering services performed on federal aid projects involving railroad facilities, including projects for the elimination of hazards of railroad-highway crossings and other projects that use railroad properties.

**Cost Reduction:** Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Improvements to an existing railroad crossing.

**Zip Code:** 49788.

60. HIGHWAYS - Participation for Intelligent Transportation System Installation

Contract (2007-5386) between MDOT and the Road Commission for Oakland County will provide for funding participation in the following activities:

Support services for United States Department of Transportation (USDOT) Vehicle Infrastructure Integration (VII) proof of concept testing in the interchange area of Highways I-96, I-696, M-5, and I-275 and Twelve Mile Road, including the installation and maintenance of roadside infrastructure and data collection.

Estimated Funds:

Federal Highway Administration Funds	\$500,000
State Restricted Trunkline Funds	\$125,000
Road Commission for Oakland County Funds	\$ 0
Total Funds	<u>\$625,000</u>

ITS 84917 - 100451

No Letting

**Criticality:** MDOT and the Michigan Economic Development Corporation have sponsored a 21<sup>st</sup> Century Jobs Fund project, the Connected Vehicle Proving Center (CVPC), which is anticipated to result in the creation of 1,600 new jobs in Michigan in the coming years. This project is necessary to provide engineering support to the CVPC to help ensure that those jobs are actually created. As a result, this contract cannot be deferred to an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To provide for installation and maintenance for the VII program in the Metro Region.

**Benefit:** Will ensure that Michigan stays the leader in VII and is in a position to compete for additional future funding. MDOT is currently the leader in this program. In the past 18 months, Michigan-based companies and organizations have received over \$100 million in funds from the USDOT. The Michigan VII program is part of the larger USDOT VII program, is supported by all of the Michigan-based auto manufacturers, and is seen as the future of transportation in the United States.

**Funding Source:** Federal Intelligent Transportation System Funds and State Trunkline and Bridge Funds.

**Commitment Level:** 80% federal, 20% state; based on estimate.

**Risk Assessment:** If this authorization is not approved, it would be increasingly difficult to keep up with the current state-of-the-art technologies of the VII program, and MDOT would be at risk of losing future funding and opportunities in the program.

**Cost Reduction:** Estimate reviewed to make sure costs are reasonable and valid.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48075.

61. HIGHWAYS - Participation for Local Agency Construction Contract  
Contract (2007-5400) between MDOT and the Manistee County Road Commission will provide for participation in the following improvements:

Shoulder paving and tree removal work along South Seaman Road from Highway M-55 to Sixth Street.

Estimated Funds:

Federal Highway Administration Funds	\$46,600
Manistee County Road Commission Funds	<u>\$11,600</u>
Total Funds	<u>\$58,200</u>

STH 51609 - 87721  
Local Force Account

**Criticality:** This project will improve the area within the right-of-way adjacent to the traveled roadway. Delaying the project could result in forfeiture of federal funding and adversely affect the safety of motorists.

**Purpose/Business Case:** To pave shoulders and remove trees located within the right-of-way adjacent to the traveled roadway.

**Benefit:** Increased safety.

**Funding Source:** Federal Surface Transportation Program Funds and Manistee County Road Commission Funds.

**Commitment Level:** 80% federal; 20% Manistee County Road Commission.

**Risk Assessment:** Contract required in order for the County to receive these federal funds.

**Cost Reduction:** Local agency to perform work with its own forces at a cost determined to be at least 6 percent less than if it were contracted.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49689.

62.-88. HIGHWAYS – Local Jobs Today Program Loan

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the date of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2007, are being advanced to the fiscal year that began October 1, 2006.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
62.	2007-7270	83430	Menominee CRC	Hot mix asphalt paving work along Chalk Hills Road from Koller Lane westerly Approximately 2 miles	\$ 233,522

63.	2007-7336	83416	Dickinson CRC	Hot mix asphalt paving work along County Road 569 from approximately 2.4 miles north of Highway US-2 northerly 1 mile	\$ 141,500
64.	2007-7336	100205	Dickinson CRC	Hot mix asphalt paving work along County Road 569 from approximately 3.4 miles north of Highway US-2 northerly 3 miles	\$ 313,678
65.	2007-7346	100138	Washtenaw CRC	Hot mix asphalt resurfacing work along North Ford Boulevard from Holmes Road to Michigan Avenue	\$ 326,500
66.	2007-7347	88380	City of Tecumseh	Hot mix asphalt paving work along South Adrian Street from Highway M-50 to Russell Road	\$ 375,000
67.	2007-7348	90227	Kent CRC	Hot mix asphalt paving work along Hanna Lake Avenue from 68 <sup>th</sup> Street to Wing Avenue	\$ 664,400
68.	2007-7361	89589	Dickinson CRC	Hot mix asphalt paving work along Lincoln Street from Third Street to Lake Street	\$ 150,000
69.	2007-7362	88838	City of Garden City	Reconstruction work along Maplewood Avenue from Inkster Road to Harrison Avenue and from Henry Ruff Road to Merriman Road	\$ 341,040
70.	2007-7365	88351	City of Belding	Hot mix asphalt resurfacing work along Bridge Street from Ellis Avenue to Kiddville Street, along Ellis Avenue from Bridge Street to Millard Street, along Hanover Street from Liberty Street to Congress Street, along Pearl Street from Washington Street to Congress Street, along Pleasant Street from Washington Street to Congress Street, along Broas Street from Washington Street Street to Congress Street, along Front Street from Maple Street to Main Street, along Kenwood Avenue from Jacklyn Street to the Flat River bridge, along Main Street from the Flat River bridge to Broas Street, and along Orchard Street from State Street to 6 <sup>th</sup> Street	\$ 375,000
71.	2007-7373	89580	City of Belding	Hot mix asphalt resurfacing work along Marquette Boulevard from Dickinson Boulevard to South Park Street	\$ 87,921

72.	2007-7374	88398	City of Manistee	Hot mix asphalt resurfacing work along Sibben Street from 3 <sup>rd</sup> Street to 5 <sup>th</sup> Street, along 5 <sup>th</sup> Street from Sibben Street to Koscuisko Street, and along Koscuisko Street from 5 <sup>th</sup> Street to 8 <sup>th</sup> Street	\$ 350,000
73.	2007-7378	90375	City of Grand Rapids	Reconstruction work along Leonard Street from Carpenter Avenue to Oakleigh Avenue	\$ 910,404
74.	2007-7380	83310	Jackson CRC	Reconstruction work along McDevitt Avenue from Draper Road to Highway US-127	\$ 137,729
75.	2007-7382	89579	City of Gladstone	Hot mix asphalt surfacing work along 29 <sup>th</sup> Street from Sjoquist Street to Braves Avenue	\$ 156,000
76.	2007-7384	77466	Alpena CRC	Hot mix asphalt resurfacing work along Hubbard Lake Road from Nicholson Hill Road to Werth Road	\$ 657,800
77.	2007-7385	51688	Village of Millington	Reconstruction work along Main Street from Blocher Street to the Huron and Eastern Railway tracks	\$ 200,700
78.	2007-7388	100669	Ottawa CRC	Hot mix asphalt paving work along 96 <sup>th</sup> Avenue from Riley Street to Van Buren Street	\$ 300,000
79.	2007-7388	100672	Ottawa CRC	Hot mix asphalt paving work along Fillmore Street from 48 <sup>th</sup> Avenue to Cottonwood Drive and along Cottonwood Drive from Fillmore Street to Taylor Street	\$ 581,350
80.	2007-7392	90366	City of Iron River	Hot mix asphalt cold milling and paving work along Lay Avenue from Spruce Street to Evergreen Street	\$ 300,000
81.	2007-7402	84369	City of Muskegon	Reconstruction work along Division Street from Laketon Avenue to Southern Avenue	\$ 252,875
82.	2007-7403	78865	Mackinac CRC	Hot mix asphalt paving work along Pointe LaBarbe Road from Highway US-2 southwesterly thence northwesterly back to Highway US-2	\$ 154,000
83.	2007-7410	90177	Washtenaw CRC	Hot mix asphalt paving work along Holmes Road from Rue Deauville Road to Spencer Lane	\$1,507,300
84.	2007-7411	88371	City of Lapeer	Reconstruction work along West Oregon Street from Cedar Street to approximately 900 feet east of Saginaw Street	\$ 298,065

\* Denotes a non-standard contract/amendment

85.	2007-7413	89459	City of Kalamazoo	Hot mix asphalt cold milling and resurfacing work along Mills Street from King Highway to Michigan Avenue	\$ 200,000
86.	2007-7414	90007	Delta CRC	Hot mix asphalt resurfacing work along County Road 515 from County Road 446 northerly approximately 2.5 miles	\$ 89,088
87.	2007-7415	100166	St. Clair CRC	Hot mix asphalt paving work along Fred Moore Highway from approximately 500 feet west of King Road to approximately 700 feet east of King Road	\$ 236,900
88.	2007-7424	78930	Saginaw CRC	Hot mix asphalt resurfacing work along Gary Road from Lincoln Road to Highway M-13	\$ 724,200

**Criticality:** These loans are offered under the LJT Program, which is part of the state's comprehensive economic plan to create jobs and stimulate Michigan's economy, and are necessary for the local agencies to finance the associated construction of these transportation projects. Delaying the loans would delay the construction of the projects, thereby adversely affecting the goal of the LJT Program to stimulate the state's economy.

**Purpose/Business Case:** To financially assist in roadway improvements under the LJT program.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State LJT loan funds.

**Commitment Level:** Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

**Risk Assessment:** Projects approved for LJT matching grant funds may not be able to be built without the LJT loan.

**Cost Reduction:** Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

**Selection:** N/A.

**New Project Identification:** Improvement of existing roadways.

**Zip Code:** 48909.

89. \*PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (87-0492/A3) between MDOT and Greyhound Lines, Inc., will extend the contract term by five years and provide for a five-year renewal option. The contract is a lease agreement for the Southfield bus facility, located at 26991 Lahser Road, Southfield, Michigan, owned by MDOT, which Greyhound Lines, Inc., leases from MDOT. Greyhound Lines, Inc., is responsible for operating and maintaining the Southfield bus facility. Operation of this facility ensures continuation of existing intercity bus service in Southfield, providing uninterrupted intercity bus service to surrounding urban neighborhoods and access to essential transportation service with links to the national transportation system. The revised contract term will be March 1, 1988, through February 28, 2013. All other terms and conditions of the contract remain unchanged. Source of Funds: Greyhound Lines, Inc., Funds - \$1.00 per year.

**Criticality:** If this amendment is not approved prior to the March 1, 2008, expiration date, closure of the Southfield intercity bus facility could force Greyhound Lines, Inc., to cease intercity bus service to Southfield.

**Purpose/Business Case:** To extend the contract term by five years and to provide for a five-year renewal option to keep the Southfield bus facility operating.

**Benefit:** Will ensure continuation of existing intercity bus service in Southfield, providing uninterrupted intercity bus service to surrounding urban neighborhoods and access to essential transportation service with links to the national transportation system.

**Funding Source:** Lease agreement. Greyhound Lines, Inc., Funds - \$1.00 per year.

**Commitment Level:** The terms and conditions of this contract were negotiated between MDOT and Greyhound Lines, Inc.

**Risk Assessment:** Loss of intercity bus service to Southfield, which would affect local communities through a lack of transportation links to the national transportation system.

**Cost Reduction:** Greyhound Lines, Inc., is responsible for operating and maintaining the facility.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48033.

90. \*PASSENGER TRANSPORTATION - Extend Project Completion Period, Revise Contract Term

Amendatory Contract (2001-0727/A5) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the project completion period by one year to provide sufficient time for DDOT to complete the bus shelters/signage project and provide transit service enhancements at all local bus stops and will retroactively revise the contract term to extend until the last obligation between the parties has been fulfilled (6 days retroactive). The project was delayed because it was more extensive than DDOT originally expected as there are in excess of 6,000 bus stops in the service area; as a result, DDOT has enlisted outside engineering assistance to develop a comprehensive, coordinated transit enhancement plan that will expedite the project. The contract term will be revised to ensure that contract responsibilities that extend beyond the current expiration date of August 1, 2007, can be enforced. The original contract provides state matching funds for DDOT's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised project completion period will be February 2, 2001, through August 1, 2008. The revised contract term will be from February 2, 2001, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$28,241,770. Source of Funds: Federal Transit Administration (FTA) Funds - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

**Criticality:** It is critical for this amendment to be approved at this time because DDOT has ongoing vendor expenses it must pay in order to complete the project, and the contract will expire on August 1, 2007. The contract must be extended at this time to ensure payment of the ongoing costs.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for DDOT to complete the project and to revise the contract term to extend until the last obligation between the parties has been fulfilled.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$22,593,416; FY 1992, FY 2001, and FY 2002 State Restricted Comprehensive Transportation Funds - \$5,648,354.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48207.

91. PASSENGER TRANSPORTATION - Section 5307 Program

**Retroactive** Project Authorization Revision (Z16/R2) under Master Agreement (2002-0033) between MDOT and the City of Detroit, Department of Transportation (DDOT), which provides transit service in the city of Detroit and in Wayne and Oakland Counties, will extend the authorization term by 18 months to provide sufficient time for DDOT to complete the signage project (87 days retroactive). The project is more extensive than DDOT originally expected, and DDOT has enlisted outside engineering assistance to develop a comprehensive, coordinated transit service enhancement plan. The original authorization provides state matching funds for DDOT's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. This revision is retroactive because it was originally scheduled for the April 3, 2007, State Administrative Board agenda but was subsequently delayed due to the 2007 Executive Directives. The revised authorization term will be May 13, 2004, through November 12, 2008. The authorization amount remains unchanged at \$29,145,193. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$23,316,154; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

**Criticality:** Extension at this time is critical because the agency has ongoing vendor expenses it must pay in order to complete the project. The signage project will allow passengers to utilize the transit service more efficiently.

**Purpose/Business Case:** To extend the authorization term by 18 months to provide sufficient time for DDOT to complete the signage project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$23,316,154; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$5,829,039.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48207.

92. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z1/R2) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Project Authorization (2007-0613/Z7) and will renew and extend the authorization term by one year to provide sufficient time for the equipment to be transferred. This revision will provide for the reassignment of state matching funds for Holland's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The revised authorization term will be August 12, 2002, through February 11, 2006, and from the date of award of this revision through one year. The revised authorization amount will be zero dollars. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program year FY 2002 through FY 2006.



**Criticality:** This authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority and to renew and extend the authorization term.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** N/A.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, could be less efficient.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49423.

93. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z2/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Project Authorization (2007-0613/Z8) and will renew and extend the authorization term by one year to provide sufficient time for the equipment to be transferred. This revision will provide for the reassignment of state matching funds for Holland's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The revised authorization term will be June 6, 2003, through June 5, 2006, and from the date of award of this revision through one year. The revised authorization amount will be zero dollars. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program year FY 2002 through FY 2006.

**Criticality:** This authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority, and to renew and extend the authorization term.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** N/A.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49423.

94. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0045) between MDOT and the City of Holland will provide for the reassignment of project equipment and administration responsibilities from the City of Holland to the Macatawa Area Express Transportation Authority under Project Authorization (2007-0613/Z9) and will renew and extend the authorization term by one year to provide sufficient time for the equipment to be transferred. This revision will provide for the reassignment of state matching funds for the City of Holland's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The revised authorization term will be from June 14, 2004, through June 13, 2007, and from the date of award of this revision through one year. The revised authorization amount will be zero dollars. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program year FY 2002 through FY 2006.

**Criticality:** This authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

**Purpose/Business Case:** To provide for the reassignment of project equipment and authorization administration for federal and state funds for public transportation services in Ottawa County to the Macatawa Area Express Transportation Authority and to renew and extend the authorization term.

**Benefit:** All public transportation services in Ottawa County will be coordinated by one agency.

**Funding Source:** N/A.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not reassigning this authorization is that public transportation services in Ottawa County could be reduced or eliminated, and services, if provided, would be less efficient.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49423.

95. PASSENGER TRANSPORTATION - Section 5307 Capital Program

**Retroactive** Project Authorization Revision (Z18/R2) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by one year to provide sufficient time for ITP to complete the purchase of land to accommodate the expansion of its Operations Center (53 days retroactive). The appraisals and environmental assessments for the land are currently being reviewed by the Federal Transit Administration (FTA); upon FTA concurrence, the land will be purchased. The original authorization provides state matching funds for ITP's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant. The revised authorization term will be June 16, 2004, through June 15, 2008. The authorization amount remains unchanged at \$9,753,659. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FTA Funds - \$7,802,927; FY 2002, FY 2004, FY 2005, and FY 2007 State Restricted Comprehensive Transportation Funds - \$1,847,002; ITP Funds - \$103,730.

This revision is retroactive because its approval was originally delayed due to the 2007 Executive Directives and then the reason ITP needed the additional time changed, and MDOT staff felt that the item should be resubmitted to the State Transportation Commission before it was submitted to the State Administrative Board for approval. This resulted in an additional delay of more than one month.

**Criticality:** Approval of this revision is critical so that the land can be purchased once the appraisals and environmental assessments have been reviewed and the FTA has concurred. Purchasing the land and expanding the current facility is the most cost-effective way to meet the needs of ITP in providing transit services.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for ITP to complete the purchase of land for its Operations Center.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$7,802,927; FY 2002, FY 2004, FY 2005, and FY 2007 State Restricted Comprehensive Transportation Funds - \$1,847,002; ITP Funds - \$103,730.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49503.

96. PASSENGER TRANSPORTATION - Section 3037 Program

Project Authorization Revision (Z20/R1) under Master Agreement (2002-0049) between MDOT and the Interurban Transit Partnership (ITP), in Grand Rapids, will extend the authorization term by three years to provide sufficient time for ITP to complete the project. The original authorization provides state matching funds for ITP's FY 2004 Federal Section 3037 Job Access and Reverse Commute Program grant for transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. ITP has been using funds from previous grants to fund the program but now needs to use the funds from this grant to continue the program for the next three years. The revised authorization term will be September 9, 2004, through September 8, 2010. The authorization amount remains unchanged at \$2,379,024. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,189,512; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,189,512.

**Criticality:** The revision is critical because operating costs need to be incurred against this grant beyond the current expiration date of September 8, 2007. The grant provides funds for transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.

**Purpose/Business Case:** To extend the authorization term by three years to allow ITP to continue providing service under its FY 2004 Federal Section 3037 Job Access and Reverse Commute Program grant.

**Benefit:** Increased transportation services.

**Funding Source:** FTA Funds - \$1,189,512; FY 2004 and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,189,512.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49503.

97. PASSENGER TRANSPORTATION - Section 5307 Program

**Retroactive** Project Authorization Revision (Z9/R1) under Master Agreement (2002-0055) between MDOT and the City of Kalamazoo will extend the authorization term by one year to provide sufficient time for the City to purchase an additional van (81 days retroactive). Under the original authorization, the City was approved to purchase up to three vans. The City purchased two vans and then decided late in the grant program to acquire a third van. Although the third van purchase is now out for bid, if the City doesn't receive an awardable bid soon, it will have to wait until the next model year (2008) to re-bid. Since the van will also need to be retrofitted after it is purchased, the City estimates it will not be available for use until April 2008. The extension will allow the City to complete the purchase process and arrange for the required retrofitting and delivery of the van. This revision is retroactive because it was originally scheduled for the May 1, 2007, State Administrative Board agenda but was delayed due to the 2007 Executive Directives. The original authorization provides state matching funds for the City's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be May 19, 2004, through May 18, 2008. The authorization amount remains unchanged at \$629,156. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$503,325; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$125,831.

**Criticality:** This revision is critical to allow the agency to continue with the procurement of the van, which is needed to replace a van that has met its useful life. The replacement van is needed to ensure the safety of the passengers. Approval of this revision cannot wait until an October 2007 or later State Administrative Board agenda because the authorization expired on May 18, 2007, and the agency could not complete the project due to a delay in making the decision to purchase a third van.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for the City to complete the purchase, take delivery, and complete the retrofitting of an additional van.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$503,325; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$125,831.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49085-1392.

98. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z15/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), located in Genesee County, will extend the authorization term by six months to provide sufficient time for MTA to complete the project. The project was held up by unanticipated delays in the necessary accessibility conversion process, which in turn held up vehicle inspection of the new Demand Response vehicles. Additional time is needed for completing the conversion process and for the inspection of the Demand Response vehicles. The original authorization provides state matching funds for MTA's FY 2003 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be August 8, 2003, through February 7, 2008. The authorization amount remains unchanged at \$2,459,196. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,967,357; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$491,839.

**Criticality:** This revision is critical to allow MTA to continue with the vehicle accessibility conversion and Demand Response vehicle inspection, which will enable MTA to maintain a safe, reliable fleet. This revision cannot wait until an October 2007 or later agenda because the project authorization will expire on August 7, 2007, and the vehicle conversion and inspection process must be completed to meet FTA standards.

**Purpose/Business Case:** To extend the authorization term by six months to provide sufficient time for MTA to complete the vehicle conversion and inspection process.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$1,967,357; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$491,839.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48503.

99. PASSENGER TRANSPORTATION - Section 5307 Program

**Retroactive** Project Authorization Revision (Z19/R2) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), which provides transit service in Genesee County, will extend the authorization term by six months (94 days retroactive) to provide sufficient time for MTA to complete the automatic fueling system project, which is essential in enabling MTA to continue to manage a safe, reliable fleet. The additional time is needed because the contractor encountered numerous unforeseen delays, such as material shortages, and software problems. The original authorization provides state matching funds for MTA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be May 5, 2004, through November 4, 2007. The authorization amount remains unchanged at \$5,024,700. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,019,760; FY 2002, FY 2004, FY 2005, and FY 2007 State Restricted Comprehensive Transportation Funds - \$1,004,940.

**Criticality:** This revision is critical because it will allow the installation of an automatic fueling system that will record mileage, fuel, and fluid data, will enable MTA to continue to manage a safe, reliable fleet. The revision cannot wait until an October 2007 or later agenda because the project authorization expired on May 4, 2007, without being completed due to unforeseen contractor delays.

**Purpose/Business Case:** To extend the authorization term by six months to provide sufficient time for MTA to complete the fueling system project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$4,019,760; FY 2002, FY 2004, FY 2005, and FY 2007 State Restricted Comprehensive Transportation Funds - \$1,004,940.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk on not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48503.

100. PASSENGER TRANSPORTATION - Surface Transportation Program

Project Authorization (Z42) under Master Agreement (2002-0066) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2002 and FY 2003 Surface Transportation Program grant for Intelligent Transportation System (ITS) architecture, integration and development plan; for ITS standards training; and for the acquisition of computer software and hardware. The authorization will be in effect from June 13, 2006, through June 12, 2009. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$3,098,520. Toll credits in the amount of \$110,000 will be allocated as match for the ITS architecture, integration, and development plan. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,659,260; FY 2007 State Restricted Comprehensive Transportation Funds - \$443,704; MTA Funds - \$995,556.

**Criticality:** The approval of this project authorization is critical because the project elements are essential for MTA to be in compliance with FTA's ITS requirements and to ensure safe public transportation.

**Purpose/Business Case:** To provide state matching funds for the MTA's FY 2002 and FY 2003 Surface Transportation Program grant for ITS related projects and computer purchase.

**Benefit:** Increased public safety through improved infrastructure.

**Funding Source:** FTA Funds - \$1,659,260; FY 2007 State Restricted Comprehensive Transportation Funds - \$443,704; MTA Funds - \$995,556.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48503.

101. PASSENGER TRANSPORTATION - Section 5311 Program

Project Authorization Revision (Z14/R1) under Master Agreement (2002-0086) between MDOT and the Shiawassee Area Transportation Agency (SATA) will extend the authorization term by one year to provide sufficient time for SATA to complete the purchase of one vehicle and will transfer funds between line items. As the shop equipment line item cost less than anticipated, SATA would like to use the remaining funds toward the purchase of an additional vehicle. As a result, additional time is needed to bid out and complete the vehicle purchase. The original authorization provides state matching funds for SATA's FY 2004 Section 5311 Nonurbanized Area Formula Capital Program grant. The revised authorization term will be September 14, 2004, through September 13, 2008. The authorization amount remains unchanged at \$468,750. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$375,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$93,750.

**Criticality:** This revision is critical to allow SATA to use the remaining funds toward the purchase of an additional vehicle, which will enable SATA to maintain a safe, reliable fleet. This revision cannot wait until an October 2007 or later agenda because the project authorization will expire on September 13, 2007, and that is not enough time to bid out and purchase an additional vehicle.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for SATA to bid out and complete the vehicle purchase.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$375,000; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$93,750.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48867.

102. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z9/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. The additional time is needed because chassis production problems have delayed delivery of replacement vans. Also, the vendor that was awarded the contract for spare parts was unable to fulfill the contract, so the contract for spare parts must be rebid. The original authorization provides state matching funds for SMART's FY 2002 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 9, 2002, through September 8, 2008. The authorization amount remains unchanged at \$2,611,201. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240.



**Criticality:** Extension at this time is critical so that vehicles that have exceeded their useful lives can be replaced, ensuring safe vehicles for public transit. Approval of this revision cannot wait until an October 2007 or later State Administrative Board agenda because the authorization will expire on September 8, 2007, and SMART will not have sufficient time to take delivery of the replacement vans and to rebid the spare parts portion of the project.

**Purpose/Business Case:** To extend the authorization term by one year to give SMART sufficient time to procure replacement vans and purchase spare parts.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$2,088,961; FY 2002, FY 2003, and FY 2004 State Restricted Comprehensive Transportation Funds - \$522,240

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

103. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z14/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Macomb, Oakland, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to purchase vans. The vans have been ordered, but chassis production delays have delayed delivery of the vehicles. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant. The revised authorization term will be September 16, 2003, through September 15, 2008. The authorization amount remains unchanged at \$860,406. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$688,325; FY 2002 State Restricted Comprehensive Transportation Funds - \$172,081.

**Criticality:** Extension is critical at this time because SMART must pay vendors for vehicles that were previously ordered. The revision cannot wait until an October 2007 or later agenda because the project authorization will expire on September 15, 2007, and SMART would not be able to continue with the procurement. The procurement process would have to start over, and the replacement of the vans would be delayed.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for SMART to complete the purchase of vans.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$688,325; FY 2002 State Restricted Comprehensive Transportation Funds - \$172,081.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

104. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z15/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by one year to provide sufficient time for SMART to complete the project. Shop equipment has been ordered, but the equipment vendor will not guarantee delivery of a mobile vehicle lift, a freon recovery system, and wire harness repair kits prior to the authorization's current expiration date. The original authorization provides state matching funds for SMART's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program grant for the Monroe urbanized area. The revised authorization term will be August 6, 2003, through August 5, 2008. The authorization amount remains unchanged at \$335,612. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$268,490; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,122.

**Criticality:** Extension at this time is critical because SMART has ongoing vendor expenses it must pay in order to complete the project. This revision cannot wait until an October 2007 or later agenda because the project authorization will expire on August 5, 2007; to ensure payment of the ongoing costs, the project authorization must be extended at this time.

**Purpose/Business Case:** To extend the authorization term by one year to provide sufficient time for SMART to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds- \$268,490; FY 2002 and FY 2004 State Restricted Comprehensive Transportation Funds - \$67,122.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

105. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z20/R3) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides public transportation service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the authorization term by two years to provide sufficient time for SMART to complete the projects. The additional time is needed because digital voice announcer/automated vehicle locator (AVL) upgrades and facility construction were delayed until funding from additional sources was secured to ensure SMART's ability to complete the projects. The original authorization provides state matching funds for SMART's FY 2004 Federal Section 5309 Capital Discretionary Program grant. The revised authorization term will be September 20, 2004, through September 19, 2009. The authorization amount remains unchanged at \$6,674,756. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,339,805; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,334,951.

**Criticality:** Extension at this time is critical because SMART has ongoing vendor expenses it must pay in order to complete the project. This revision cannot wait until an October 2007 or later agenda because the project authorization will expire on September 19, 2007; and to ensure payment of the ongoing costs, the project authorization must be extended at this time.

**Purpose/Business Case:** To extend the authorization term by two years to provide sufficient time for SMART to complete the projects.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$5,339,805; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$1,334,951.

**Commitment Level:** Authorization revision amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

106. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization Revision (Z28/R2) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will reduce the authorization amount by \$158,438 in state funds, will increase the toll credit amount by \$126,751, and will adjust funding between line items. Due to a change in agency priorities, SMART has determined that some funding originally planned for buses and facility rehabilitation/renovation would be better utilized on preventive maintenance for replacement buses in SMART's existing fleet, which is matched with toll credits, to ensure the buses' safe operation. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5309 Capital Discretionary Program grant. The authorization term remains unchanged, May 4, 2005, through May 3, 2008. The revised authorization amount will be \$4,081,005. The revised toll credit amount will be \$136,419. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$3,401,222; FY 2002 State Restricted Comprehensive Transportation Funds - \$679,783.

**Criticality:** Approval at this time is critical to provide funds for SMART to perform necessary preventive maintenance on vehicles to ensure their safe operation.

**Purpose/Business Case:** To provide for a decrease in the state match of \$158,438 and a toll credit increase of \$126,751 and to adjust funding between line items.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$3,401,222; FY 2002 State Restricted Comprehensive Transportation Funds - \$679,783.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this revision is the loss of federal funds.

**Cost Reduction:** The state share is reduced by \$158,438.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

107. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization Revision (Z33/R1) under Master Agreement (2002-0088) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will reduce the authorization amount by \$156,413 in state funds, will increase the toll credit amount by \$125,130, and will adjust funding between line items. Due to a change in agency priorities, SMART has determined that funding originally planned for small buses and facility renovation would be better utilized on preventive maintenance for buses in SMART's existing fleet and support vehicles, which are matched with toll credits instead of state funds. The original authorization provides state matching funds for SMART's FY 2005 Federal Section 5307 Urbanized Area Formula Capital Program grant. The authorization term remains unchanged, August 15, 2005, through August 14, 2008. The revised authorization amount will be \$13,651,118. The revised toll credit amount will be \$2,122,173. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

**Criticality:** Approval at this time is critical so that SMART will have the funds to perform preventive maintenance on vehicles to ensure their safe operation. Approval of this revision cannot wait until an October 2007 or later State Administrative Board agenda because preventive maintenance must be performed to ensure the safe operation of SMART's buses.

**Purpose/Business Case:** To provide for an authorization and state funding reduction of \$156,413 in state funds and a toll credit increase of \$125,130 and to adjust funding between line items.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$13,043,067; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$608,051.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this revision is the loss of federal funds.

**Cost Reduction:** The state share is being reduced by \$156,413.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

108. \*PASSENGER TRANSPORTATION – Extension of Project Completion Period

Amendatory Contract (2002-0576/A3) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the project completion period by 18 months to provide sufficient time for DDOT to complete vehicle acquisition. The vehicle model DDOT had planned to purchase is no longer available, so the vehicle specifications must be re-bid. Furthermore, staff turnover for one of the subrecipient agencies has delayed the process for that provider. The original contract provides state matching funds for DDOT's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 12, 2002, through February 11, 2009. The contract term remains unchanged from August 12, 2002, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$603,670. Source of Funds: Federal Transit Administration (FTA) Funds - \$482,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$120,734.

**Criticality:** Extension at this time is critical so that vehicles that have met their useful lives and may no longer be safe can be replaced. Approval of this revision cannot wait until an October 2007 or later State Administrative Board agenda because the authorization will expire on August 11, 2007, and the contract must be extended at this time to ensure the acquisition of replacement vehicles to provide for safe public transportation.

**Purpose/Business Case:** To extend the project completion period by 18 months to provide sufficient time for DDOT to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$482,936; FY 2002 State Restricted Comprehensive Transportation Funds - \$120,734.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48207.

109. \*PASSENGER TRANSPORTATION - Section 5310 Program

Amendatory Contract (2002-0595/A3) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Oakland, Wayne, Macomb, and Monroe Counties, will extend the project completion period by one year to provide sufficient time for SMART to complete the purchase of vans. The vehicles have been ordered, but chassis production delays have delayed delivery of the vehicles. The original contract provides state matching funds for SMART's FY 2002 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be August 12, 2002, through August 11, 2008. The contract term remains unchanged, from August 12, 2002, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$904,845. Source of Funds: Federal Transit Administration (FTA) Funds - \$723,876; FY 2002 State Restricted Comprehensive Transportation Funds - \$180,969.

**Criticality:** Extension is critical at this time because SMART must pay vendors for vehicles that were previously ordered. This amendment will allow SMART to continue with the procurement of vans that are needed to replace buses that have met their useful lives. The replacement vans are needed to ensure the safety of the passengers. The amendment cannot wait until October 2007 because the contract will expire on August 11, 2007, and SMART would not be able to continue with the procurement. The procurement process would have to start over, and the replacement of the vans would be delayed.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for SMART to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$723,876; FY 2002 State Restricted Comprehensive Transportation Funds - \$180,969.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

110. \*PASSENGER TRANSPORTATION – Extension of Project Completion Period  
Amendatory Contract (2002-0596/A3) between MDOT and the Thunder Bay Transportation Authority (TBTA) will extend the project completion period by one year to provide sufficient time for TBTA to complete the purchase of on-board bus communication equipment. The dispatch system implementation is anticipated to be operational this fiscal year. The purchase of the communication equipment has been delayed until the computerized dispatch/tracking system is up and tested for operation. The revised project completion period will be August 12, 2002, through August 11, 2008. The contract term remains unchanged, from August 12, 2002, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$323,855. Source of Funds: Federal Transit Administration (FTA) Funds - \$259,084; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,771.

**Criticality:** This amendment is critical to allow TBTA to continue with the procurement of the on-board bus communication equipment. The equipment will enable TBTA to provide more efficient service. This amendment cannot wait until an October 2007 or later agenda because the project completion period will expire on August 11, 2007, and TBTA would not be able to continue with the procurement. The procurement process would have to start over, and it would delay the purchase of the needed equipment.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for TBTA to purchase on-board bus communication equipment.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$259,084; FY 2002 State Restricted Comprehensive Transportation Funds - \$64,771.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:**

111. \*PASSENGER TRANSPORTATION – Extension of Project Completion Period  
Amendatory Contract (2003-0536/A2) between MDOT and the City of Detroit, Department of Transportation (DDOT), will extend the project completion period by 18 months to provide sufficient time for DDOT to complete vehicle acquisition. The vehicle model DDOT had planned to purchase is no longer available, so the vehicle specifications must be rebid. Furthermore, staff turnover for one of the subrecipient agencies has delayed the process for that provider. The original contract provides state matching funds for DDOT's FY 2003 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be from August 19, 2003, through February 18, 2009. The contract term remains unchanged, from August 19, 2003, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$215,085. Source of Funds: Federal Transit Administration (FTA) Funds - \$172,068; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$43,017.

**Criticality:** Approval of this amendment at this time is critical to allow DDOT to replace vehicles that have met the ends of their useful lives and may no longer be safe. Approval of this amendment cannot wait until an October 2007 or later State Administrative Board agenda because the authorization will expire on August 11, 2007, and DDOT would not have sufficient time to complete the procurement process as DDOT has to rebid with new vehicle specifications.

**Purpose/Business Case:** To extend the project completion period by 18 months to provide sufficient time for DDOT to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$172,068; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$43,017.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48207.

112. **\*PASSENGER TRANSPORTATION - Extension of Project Completion Period**

Amendatory Contract (2004-0462/A1) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will extend the project completion period by one year to provide sufficient time for SMART to complete vehicle acquisition. Vehicles have been ordered, but due to chassis production delays, delivery is not expected before the expiration of the current project completion period. The original contract provides state matching funds for SMART's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the purchase of capital items. The revised project completion period will be September 7, 2004, through September 6, 2008. The contract term remains unchanged, from September 7, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$809,940. Source of Funds: Federal Transit Administration (FTA) Funds - \$647,952; FY 2002, FY 2004, and FY 2007 State Restricted Comprehensive Transportation Funds - \$161,988.

**Criticality:** This amendment will allow SMART to continue with the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers. The amendment cannot be deferred until October 2007 because the project completion period would expire on September 6, 2007, and SMART would not be able to continue with the procurement. The procurement process would have to start over, and the replacement of needed buses would be delayed.

**Purpose/Business Case:** To extend the project completion period by one year to provide sufficient time for SMART to complete the project.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$647,952; FY 2002, FY 2004, and FY 2007 State Restricted Comprehensive Transportation Funds - \$161,988.

**Commitment Level:** The contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by the FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48226.

113. \*PASSENGER TRANSPORTATION – Novation, Extension of Project Completion Period  
Amendatory Contract (2004-0463/A1) between MDOT, the Thunder Bay Transportation Corporation (TBTC), and the Thunder Bay Transportation Authority (TBTA) will provide for the reassignment of contract responsibilities for the administration of public transportation services in Alpena, Montmorency, and Alcona Counties from TBTC to TBTA. It will also extend the project completion period by eighteen months to provide sufficient time for TBTA to complete the bidding and purchase of buses and a van. Because TBTC is no longer in operation, contract responsibilities are being reassigned to the newly formed authority. The purchases were delayed due to the change in administration of transportation services from TBTC to TBTA. TBTA is in the process of developing bus specifications for bidding buses, and will issue a bid in late summer or fall. The original contract provides 80 percent federal funds and 20 percent state matching funds for TBTA's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant. The revised project completion period will be September 7, 2004, through March 6, 2009. The contract term remains unchanged, from September 7, 2004, until the last obligation between the parties has been fulfilled. The contract amount remains unchanged at \$261,885. Source of Funds: Federal Transit Administration (FTA) Funds - \$209,508; FY 2002 State Restricted Comprehensive Transportation Funds - \$52,377.

**Criticality:** This amendment is critical to allow the new authority to continue with the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers. The amendment cannot wait until October 2007 because the project completion period will expire on September 6, 2007, and TBTA would not be able to continue with the procurement. The procurement process would have to start over, and the replacement of the buses would be delayed.

**Purpose/Business Case:** To provide for the novation of a contract that provides federal and state funds under TBTA's FY 2004 Federal Section 5310 Elderly and Persons with Disabilities Program grant for the administration of transportation services in Alpena, Alcona, and Montmorency Counties and to revise the project completion period.

**Benefit:** Increased public safety through improved transportation infrastructure and improved transportation services through three county transportation coordination.

**Funding Source:** FTA Funds - \$209,508; FY 2002 State Restricted Comprehensive Transportation Funds - \$52,377.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49707.



114. **\*PASSENGER TRANSPORTATION - Increase Services and Amount, Extend Term**  
Amendatory Contract (2005-0379/A1) between MDOT and Indian Trails, Inc., in Owosso, will provide for an additional 16 months of intercity bus operating assistance in the Lower Peninsula, will increase the contract amount by \$594,582 in state funding, and will extend the contract term by 16 months. The extension of services will permit the alignment of the contract expiration dates for all five state-supported intercity bus routes, and future administrative costs will be reduced as all five state-supported intercity bus routes will be included in a single request for proposals in the future. The routes included in this contract are Bay City to St. Ignace and Grand Rapids to St. Ignace. Indian Trails, Inc., will continue to provide service to major population areas and small urban and rural communities in the Lower Peninsula and will provide a connection to the national bus system and downstate Michigan. The operating assistance for the additional 16 months will be based on a rate of \$2.70 per mile, less revenues, for the first nine-month period and a rate of \$2.77 per mile, less revenues, for the remaining seven-month period. The revised contract term will be October 1, 2005, through January 31, 2009. The revised contract amount will be \$1,361,762. Source of Funds: FY 2006, FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,361,762.

**Criticality:** Approval of this amendment at this time is critical because if the amendment is not approved prior to the September 30, 2007, contract expiration date, essential intercity bus transportation service will cease to 35 small urban and rural communities along the US-23/I-75 and US-131 corridors between Bay City and St. Ignace and between Grand Rapids and St. Ignace.

**Purpose/Business Case:** To provide state funding for operating assistance for the Bay City to St. Ignace and the Grand Rapids to St. Ignace routes.

**Benefit:** Ensure continuation of existing intercity bus routes operating along MDOT designated corridors in the Lower Peninsula, and providing communities essential transportation service with links to the national transportation system.

**Funding Source:** FY 2006, FY 2007, FY 2008, and FY 2009 State Restricted Comprehensive Transportation Funds - \$1,361,762.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** Loss of intercity bus service operating along MDOT-designated corridors in the Lower Peninsula and isolation of Lower Peninsula communities through the lack of transportation links to the national transportation system.

**Cost Reduction:** Amount is determined by MDOT based on cost estimates and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

115. PASSENGER TRANSPORTATION – Time Extension

Amendatory Contract (2005-0553/A3) between MDOT and the City of St. Ignace will extend the contract term by one year in order to provide sufficient time for the City to complete the architectural and engineering (A&E) phase of the project. The land acquisition costs for the purchase of property for the future construction of an intercity bus terminal in the city of St. Ignace were greater than anticipated based upon the appraised value of the property. Funds from the A&E services line item were used to cover the unanticipated additional land acquisition costs. As a result, additional time was needed to acquire funding to complete the A&E services portion of the contract. The project will be further delayed due to postponed project activities as a result of the suspension of the contract in response to the 2007 Executive Directives and revenue shortfalls to the Comprehensive Transportation Fund. The original contract provides state matching funds for the City's FY 2004 Federal Section 5311(f) Intercity Bus Program grant. The revised contract term will be October 5, 2005, through September 21, 2008. The contract amount remains unchanged at \$413,290. Source of Funds: Federal Transit Administration (FTA) Funds - \$330,632; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$82,658.

**Criticality:** This amendment is critical to prevent the loss of federal funds allocated to the contract and to satisfy financial obligations incurred for eligible project costs by the City of St. Ignace. This amendment cannot wait until October 2007 because the contract will expire on September 21, 2007, and the City would not be able to complete the A&E phase of the project. This would delay the construction of the City's intercity bus terminal.

**Purpose/Business Case:** To extend the contract term by one year to provide sufficient time for the City to complete the A&E phase of the project for the future construction of an intercity bus terminal.

**Benefit:** Will ensure the reliability and continuity of intercity bus connections at St. Ignace and provide a safe environment for intercity bus passengers traveling to and from the Upper Peninsula with links to the national transportation system.

**Funding Source:** FTA Funds - \$330,632; FY 2006 and FY 2007 State Restricted Comprehensive Transportation Funds - \$82,658.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risks of not approving this amendment are the loss of federal funds, the loss of a safe environment for intercity bus passengers, and the loss of a reliable point of service connection for passengers traveling to and from the Upper Peninsula.

**Cost Reduction:** The cost of land acquisition is the appraised value of the property. A&E services are selected on a qualifications basis.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49781.

116. \*PASSENGER TRANSPORTATION - Increase Amount & Services

Amendatory Contract (2007-0152/A1) between MDOT and VPSI, Inc., will increase the contract amount by \$82,381 in federal funding, will provide for vanpool services to four counties not previously covered, and will remove coverage to one county for which vanpool services are now being provided by a public transit agency. Ionia, Mecosta, Montcalm, and Osceola Counties will now be receiving vanpool services from VPSI, Inc., and Ottawa County will be removed from this program as it will be receiving services from the Interurban Transit Partnership. VPSI, Inc., uses an extensive fleet management system and promotional programs to work with rideshare offices, state agencies, employers, and the public to recruit people to use vanpools as an alternate transportation mode to the single occupant vehicle work commute. Participation in the vanpool program has grown tremendously in parts of the state, and the additional areas that will be covered under this amendment will allow expanded service. This contract will provide for vanpool services in all Michigan counties except Allegan, Kent, and Ottawa; vanpool services in these counties will be provided by a public transit agency. The contract term remains unchanged, October 1, 2006, through September 30, 2008. The revised contract amount will be \$4,101,300. Source of Funds: Federal Highway Administration (FHWA) Funds - \$1,944,636; Federal Transit Administration (FTA) Funds - \$1,766,664; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$390,000.

**Criticality:** Funding is critical for the continuation of the MichiVan vanpool program, which promotes the use of vanpools as an alternate transportation mode to the single occupant vehicle work commute.

**Purpose/Business Case:** To provide additional funding to expand the coverage area of the vanpool program in the state.

**Benefit:** Increased transit options and improved air quality.

**Funding Source:** FHWA Funds - \$1,944,636; FTA Funds - \$1,766,664; FY 2007 and FY 2008 State Restricted Comprehensive Transportation Funds - \$390,000.

**Commitment Level:** Contract amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the discontinuation of the program and the loss of transportation to work for hundreds of people.

**Cost Reduction:** Grant amount is approved by the FHWA and the FTA and is not negotiated.

**Selection:** N/A.

**Zip Code:** 48909.

117.- PASSENGER TRANSPORTATION - Section 5309 Program

124. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the purchase of replacement buses under the FY 2007 Federal Section 5309 Capital Discretionary Program grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$838,075. The terms of the master agreements are from October 1, 2006, until the last obligations between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$670,460; FY 2007 State Restricted Comprehensive Transportation Funds - \$167,615.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
117.	2007-0163/Z3	Antrim County Board of Commissioners	(2) Buses	\$175,644
118.	2007-0171/Z4	Bay Metropolitan Transportation Authority	(1) Bus	\$112,200
119.	2007-0183/Z2	Cadillac/Wexford Transit Authority	(1) Bus	\$ 90,000
120.	2007-0203/Z2	City of Dowagiac	(2) Buses	\$141,780
121.	2007-0223/Z2	City of Hillsdale	(1) Bus	\$ 81,600
122.	2007-0253/Z3	City of Marshall	(1) Bus	\$ 93,433
123.	2007-0282/Z3	Roscommon County Transportation Authority	Up to (1) Bus	\$ 33,666
124.	2007-0287/Z3	City of Sault Ste. Marie	(2) Buses	\$109,752

**Criticality:** These authorizations are critical to allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers. Additionally, if these authorizations are not awarded, federal funds may be lost.

**Purpose/Business Case:** To provide funding for the purchase of replacement buses for eight transit agencies under their FY 2007 Federal Section 5309 Capital Discretionary Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$670,460; FY 2007 State Restricted Comprehensive Transportation Funds - \$167,615.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not awarding these authorizations is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

125.- PASSENGER TRANSPORTATION - Section 5309 Program

127. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for capital items under the FY 2007 Federal Section 5309 Capital Discretionary Program grant. The authorizations will be in effect from the federal grant effective date through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$211,174. Toll credits in the amount of \$29,696 will be allocated as match for dispatch and communication equipment and software. The terms of the master agreements are from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$198,634; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,540.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
125.	2007-0168/Z2	Barry County Board of Commissioners	Dispatch equipment and software	\$ 30,096
126.	2007-0204/Z5	Eastern Upper Peninsula Transportation Authority	Ferry docks A&E and construction	\$ 62,700
127.	2007-0231/Z4	City of Ionia	Communication equipment	\$118,378

**Criticality:** These agencies have received high priority project earmarks in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) from Congress for a four year period. The procurement processes for these projects were started during 2006. These authorizations will allow the procurement processes to continue without lengthy delays.

**Purpose/Business Case:** To provide funding for capital items under the FY 2007 Federal Section 5309 Capital Discretionary Program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$198,634; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,540.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not awarding these authorizations is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

#### 128. PASSENGER TRANSPORTATION - Section 5307/STP Program

Project Authorization (Z2) under Master Agreement (2007-0169) between MDOT and the City of Battle Creek will provide state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant for the purchase of two transit vehicles and vehicle locator software. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$146,000. Toll credits in the amount of \$3,200 will be allocated as match for the vehicle locator software line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$26,000.

**Criticality:** Approval is critical to allow the City to procure vans necessary to replace vehicles that have met their useful lives, and to ensure the safe operation of the City of Battle Creek's public transportation system.

**Purpose/Business Case:** To provide state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Surface Transportation Planning Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$120,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$26,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49007.

129. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z5) under Master Agreement (2007-0171) between MDOT and the Bay Metropolitan Transportation Authority (BMTA), in Bay County, will provide state matching funds for BMTA's FY 2007 Section 5307 Urbanized Area Formula Capital Program grant for the purchase of vans, shop equipment, and, automatic data processing (ADP) hardware and for the rehabilitation/renovation of the facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$218,000. Toll credits in the amount of \$11,000 will be allocated as match for the shop equipment and ADP hardware line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$185,400; FY 2007 State Restricted Comprehensive Transportation Funds - \$32,600.

**Criticality:** Approval of this authorization is critical to enable the BMTA to maintain a safe, reliable fleet.

**Purpose/Business Case:** To provide state matching funds for BMTA's FY 2007 Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$185,400; FY 2007 State Restricted Comprehensive Transportation Funds - \$32,600.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48708.

130. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z2) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC), in St. Clair County, will provide state matching funds for BWATC's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for the rehabilitation/renovation of a compressed natural gas (CNG) compressor station and the purchase of computer equipment, bus shelters and communications equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$83,000. Toll credits in the amount of \$9,600 will be allocated as match for the computer and communications equipment and bus shelters line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$76,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$7,000.

**Criticality:** Approval at this time is critical to provide funds for work on BWATC's CNG station, which is necessary to provide fuel to the transit vehicles.

**Purpose/Business Case:** To provide state matching funds for BWATC's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$76,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$7,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48060.

131. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z3) under Master Agreement (2007-0178) between MDOT and the Blue Water Area Transportation Commission (BWATC) in St. Clair County will provide state matching funds for BWATC's FY 2007 Federal Section 5309 Capital Discretionary Program grant for the construction of an administration/maintenance facility. The effective date of the authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,562,500. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,250,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$312,500.

**Criticality:** Approval at this time is critical because BWATC must repay construction loans for the completion of the facility.

**Purpose/Business Case:** To provide state matching funds for BWATC's FY 2007 Section 5309 Capital Discretionary Program grant for construction of an administration/maintenance facility.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$1,250,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$312,500.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48060.

132. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds and toll revenue credits for CATA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of buses and paratransit vehicles, bus spare parts, bus shelters and signage, support vehicles, safety and security equipment, maintenance equipment, computer hardware and software, and a vehicle locator system; the purchase of and lease payment for large replacement buses; preventive maintenance; and the planning and construction of pedestrian accesses and facility improvements. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$5,317,415. Toll credits in the amount of \$355,236 will be allocated as match for all line items with the exception of the transit vehicles and facility improvement line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$4,609,169; FY 2007 State Restricted Comprehensive Transportation Funds - \$708,246.

**Criticality:** These projects are critical because they are for transportation infrastructure improvements that are essential to CATA continuing to provide safe, reliable transportation services to the public.

**Purpose/Business Case:** To provide state matching funds for CATA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$4,609,169; FY 2007 State Restricted Comprehensive Transportation Funds - \$708,246.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48910.

133. PASSENGER TRANSPORTATION - Section 5307/CMAQ Program

Project Authorization (Z4) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds in the form of toll credits for CATA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant for the conduct of a public education campaign. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$120,000. Toll credits in the amount of \$24,000 will be allocated as match for the project. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$120,000.



**Criticality:** Approval of this authorization is critical to the promotion of public transportation and alternate forms of transportation to alleviate congestion and pollution.

**Purpose/Business Case:** To provide state matching funds in the form of toll credits for CATA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program and CMAQ Improvement Program grant for the conduct of a public education campaign.

**Benefit:** Increased public safety through improved information and services.

**Funding Source:** FTA Funds - \$120,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48910.

134. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z5) under Master Agreement (2007-0185) between MDOT and the Capital Area Transportation Authority (CATA), in Ingham County, will provide state matching funds in the form of toll credits for CATA's FY 2007 Federal Section 5309 Capital Discretionary Program grant for High Priority Projects (HPP) for the purchase of an automated vehicle locator (AVL) system and related Intelligent Transportation System (ITS) equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$850,000. Toll credits in the amount of \$170,000 will be allocated as match for the purchase of the AVL system. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$850,000.

**Criticality:** Approval of this authorization is critical because the AVL system and related ITS equipment will allow voice and data communication between the vehicles and dispatch centers and will be used to gather and transmit real time data from the vehicles to the database. These purchases will enable CATA to continue to provide safe, reliable transportation services to the public.

**Purpose/Business Case:** To provide state matching funds in the form of toll credits for CATA's FY 2007 Federal Section 5309 Capital Discretionary Program grant for HPP.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$850,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48910.

135.- PASSENGER TRANSPORTATION - Section 5309 Program

138. The following project authorizations issued under master agreements between MDOT and the following agencies will provide state matching funds for the purchase of replacement buses under the FY 2007 Federal Section 5309 Capital Discretionary Program grant. The authorizations will be in effect from the effective date of the federal grant through three years. The authorizations may be retroactive due to the effective dates matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The total amount of the authorizations will be \$1,911,925. The terms of the master agreements are from October 1, 2006, until the last obligation between the parties have been fulfilled. The master agreements include authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,529,540; FY 2007 State Restricted Comprehensive Transportation Funds - \$382,385.

	<u>Agreement/Auth.</u>	<u>Agency</u>	<u>Description</u>	<u>Total</u>
135.	2007-0191/Z4	Cheboygan County Board of Commissioners	(8) Buses	\$734,400
136.	2007-0205/Z2	Eaton County Transportation Authority	(4) Buses	\$306,776
137.	2007-0211/Z3	Gladwin County Board of Commissioners	(3) Buses	\$279,149
138.	2007-0252/Z5	Marquette County Transit Authority	(5) Buses	\$591,600

**Criticality:** These authorizations are critical to allow the transit agencies to undertake the procurement of buses that are needed to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers. Additionally, if these authorizations are not awarded, federal funds may be lost.

**Purpose/Business Case:** To provide funding for the purchase of replacement buses for four transit agencies under their FY 2007 Federal Section 5309 Capital Discretionary Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$1,529,540; FY 2007 State Restricted Comprehensive Transportation Funds - \$382,385.

**Commitment Level:** Authorization amounts are based on cost estimates.

**Risk Assessment:** The risk of not awarding these authorizations is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** These are new projects.

**Zip Code:** 48909.

139. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z2) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide toll revenue credits as match for DDOT's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for public participation involvement, comprehensive planning/engineering, preventive maintenance, transit safety and security, service/support vehicles, communications equipment, and bus stop amenities. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$24,044,322. Toll credits in the amount of \$4,808,864 will be allocated as match for all line items. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$24,044,322.

**Criticality:** Approval at this time is critical to give DDOT access to federal funds necessary for the performance of preventive maintenance on vehicles to ensure safe operation.

**Purpose/Business Case:** To provide state matching funds for DDOT's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$24,044,322.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48207.

140. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z3) under Master Agreement (2007-0201) between MDOT and the City of Detroit, Department of Transportation (DDOT), will provide state matching funds for DDOT's FY 2007 Federal Section 5309 Capital Discretionary Program grant for the lease or purchase of up to 12 buses and the purchase of mobile fare collection equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$6,562,560. Toll credits in the amount of \$160,512 will be allocated as match for the mobile fare collection equipment line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$5,410,560; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,152,000.

**Criticality:** Approval at this time is critical to allow DDOT to make ongoing vehicle lease payments.

**Purpose/Business Case:** To provide state matching funds for DDOT's FY 2007 Federal Section 5309 Capital Discretionary Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$5,410,560; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,152,000.

\* Denotes a non-standard contract/amendment

**Commitment Level:** Authorization amount is based on cost estimates.  
**Risk Assessment:** The risk of not awarding this authorization is the loss of federal funds.  
**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.  
**Selection:** N/A.  
**New Project Identification:** This is a new project.  
**Zip Code:** 48207.

141. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0236) between MDOT and the City of Jackson Transportation Authority (JTA) will provide state matching funds for JTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program-Surface Transportation Program (STP) grant for the purchase of one replacement bus and two replacement vans. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$319,244. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$255,395; FY 2007 State Restricted Comprehensive Transportation Funds - \$63,849.

**Criticality:** A safe and reliable fleet is critical for the safety of the passengers and the public. The newly purchased vehicles will replace existing vehicles that have exceeded their useful lives.

**Purpose/Business Case:** To provide state matching funds for JTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program-STP grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$255,395; FY 2007 State Restricted Comprehensive Transportation Funds - \$63,849.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49203.

142. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0239) between MDOT and the City of Kalamazoo will provide state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment and miscellaneous support equipment. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$52,000. Toll credits in the amount of \$3,000 will be allocated as match for the shop equipment line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$44,600; FY 2007 State Restricted Comprehensive Transportation Funds - \$7,400.

**Criticality:** Approval at this time is critical to the safe operation of the City of Kalamazoo's public transportation facility.

**Purpose/Business Case:** To provide state matching funds for the City's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$44,600; FY 2007 State Restricted Comprehensive Transportation Funds - \$7,400.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49007.

143. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z4) under Master Agreement (2007-0252) between MDOT and Marquette County Transit Authority will provide for facility construction under Marquette's FY 2007 Federal Section 5309 Capital Discretionary Program grant. The authorization will be in effect from the federal grant effective date through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$375,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$300,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$75,000.

**Criticality:** The Marquette County Transit Authority received a high priority project earmark in the Safe, Accountable, Flexible, Efficient Transportation Equity Acts: A Legacy for Users (SAFETEA-LU) from Congress for a four year period. The facility has been constructed using a State Infrastructure Bank loan, and this earmark will be used to make the loan payment that is due.

**Purpose/Business Case:** To provide funding for facility construction under Marquette's FY 2007 Federal Section 5309 Capital Discretionary Program.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$300,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$75,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not awarding this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49236.

144. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide the state toll credit match for MTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program-Equity Bonus Limitation grant for preventive maintenance. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,372,431. Toll credits in the amount of \$274,486 will be allocated as match for the preventive maintenance line item. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$1,372,431.

**Criticality:** Approval of this authorization is critical to enable MTA to maintain a safe, reliable fleet.

**Purpose/Business Case:** To provide state toll credits as match for the MTA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program-Equity Bonus Limitation grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$1,372,431.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48503.

145. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z4) under Master Agreement (2007-0254) between MDOT and the Mass Transportation Authority (MTA), in Genesee County, will provide state matching funds for MTA's FY 2007 Federal Section 5309 Capital Discretionary Program grant for High Priority Projects (HPP) for the construction of an administrative and maintenance facility. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$812,500. The term of the master agreement is from October 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$650,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$162,500.

**Criticality:** Approval of this authorization is critical because the administrative and maintenance facility will be for one of the MTA's service centers, which is essential to enable MTA to conduct daily operations and provide community-oriented services.

**Purpose/Business Case:** To provide state matching funds for MTA's FY 2007 Federal Section 5309 Capital Discretionary Program grant for HPP.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$650,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$162,500.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48503.

146. PASSENGER TRANSPORTATION - Section 5309 Program

Project Authorization (Z2) under Master Agreement (2007-0264) between MDOT and the Muskegon County Board of Commissioners will provide state matching funds for Muskegon's FY 2005 Federal Section 5309 Capital Discretionary Program grant for the following facility construction items: the purchase of furniture/graphics, stationary bus fare collection equipment, and miscellaneous bus station equipment, real estate appraisals; engineering/design services for the bus station; and project administration. The authorization will be in effect from June 13, 2007, through June 12, 2010. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$607,360. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$485,888; FY 2007 State Restricted Comprehensive Transportation Funds - \$121,472.

**Criticality:** Approval of this authorization is critical at this time to avoid procurement delays for the purchase of engineering/design services and real estate appraisals to move forward with the facility construction and for the purchase of stationary bus fare collection equipment and miscellaneous bus station equipment, all of which are necessary for the improvement of the transportation infrastructure.

**Purpose/Business Case:** To provide state matching funds for Muskegon's FY 2005 Federal Section 5309 Capital Discretionary Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$485,888; FY 2007 State Restricted Comprehensive Transportation Funds - \$121,472.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49444.

147. PASSENGER TRANSPORTATION - Section 5316 Program

Project Authorization (Z1) under Master Agreement (2007-0278) between MDOT and Pioneer Resources will provide state matching funds for Pioneer Resources' FY 2006 Federal Section 5316 Job Access/Reverse Commute Program grant for transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The authorization will be in effect from October 1, 2006, to September 30, 2007. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$70,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$35,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$35,000.

**Criticality:** The Section 5316 grant provides federal funds for transit agencies to operate services designed to transport welfare recipients and eligible low-income individuals to jobs and activities related to their employment. Transit agencies have been providing services without federal or state funding and are in urgent need of these funds. Because the funding is for operating service in FY 2007 and funding will lapse if the project is not approved, this project cannot be deferred until an October 2007 or later SAB agenda.

**Purpose/Business Case:** To provide state matching funds for Pioneer Resources' FY 2007 Federal Section 5316 Job Access/Reverse Commute Program grant.

**Benefit:** Increased public transportation services.

**Funding Source:** FTA Funds - \$35,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$35,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds and the needed transportation to work services may not be provided.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49442.

148. PASSENGER TRANSPORTATION - FHWA Section 112

Project Authorization (Z2) under Master Agreement (2007-0281) between MDOT and the Regional Transit Coordinating Council (RTCC) in southeast Michigan will provide Federal Highway Administration (FHWA) Section 112 (Conference Report) funding to the RTCC for the development of a comprehensive regional service plan. This grant originally was to be made to the Detroit Area Regional Transportation Authority (DARTA) and is being awarded to the RTCC because the DARTA agreement with the RTCC was declared void by the State Supreme Court. The authorization will be in effect from the effective date of the federal grant through three years. The project authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$1,485,000. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: FHWA Funds - \$1,485,000.



**Criticality:** This project authorization is critical to secure federal funds earmarked for a comprehensive regional service plan in southeast Michigan.

**Purpose/Business Case:** To provide Section 112 funds to the RTCC for the development of a comprehensive regional service plan.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FHWA Funds - \$1,485,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FHWA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This a new project.

**Zip Code:** 48207.

149. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z3) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for facility rehabilitation/renovation, bus shelter enhancement, pedestrian access/walkway construction, and the purchase of shop equipment, management information system (MIS) hardware and software, surveillance/security equipment, and a communications system and spare parts. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$307,603. Toll credits in the amount of \$49,520 will be allocated as match for all line items except the facility rehabilitation/renovation. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$295,603; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,000.

**Criticality:** Approval at this time is critical to give SMART access to federal funds for items necessary to ensure safe operation of vehicles, including spare parts, security equipment, and shop equipment.

**Purpose/Business Case:** To provide state matching funds for SMART's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$295,603; FY 2007 State Restricted Comprehensive Transportation Funds - \$12,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48226.

150. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z4) under Master Agreement (2007-0294) between MDOT and the Suburban Mobility Authority for Regional Transportation (SMART), which provides transit service in Wayne, Oakland, Macomb, and Monroe Counties, will provide state matching funds for SMART's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for preventive maintenance, facility renovation, landscaping/beautification, pedestrian access/walkways, and the purchase of shop equipment, transit security equipment, bus shelters, and signage. The authorization will be in effect from the effective date of the federal grant through three years. The authorization may be retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$13,595,194. Toll credits in the amount of \$2,654,556 will be allocated as match for all line items except facility renovation. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$13,530,712; FY 2007 State Restricted Comprehensive Transportation Funds - \$64,482.

**Criticality:** Approval at this time is critical to give SMART access to federal funds necessary for the performance of preventive maintenance on vehicles to ensure safe operation.

**Purpose/Business Case:** To provide state matching funds for SMART's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$13,530,712; FY 2007 State Restricted Comprehensive Transportation Funds - \$64,482.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48226.

151. PASSENGER TRANSPORTATION - Section 5304 Program

Project Authorization (Z2) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in East Lansing, will provide federal funds and local matching funds under MDOT's FY 2005 Federal Section 5304 State Planning and Research Program grant for a statewide transit conference geared toward advancing public transit in the state of Michigan; for frontline training for drivers, dispatchers, and supervisors; for a vehicle and equipment seminar to provide training for maintenance staff; and for a bus rodeo to showcase small bus drivers' driving skills and knowledge. The authorization will be in effect from March 30, 2007, through September 30, 2008. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$65,407. The term of the master agreement is from March 30, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$52,326; MPTA Funds - \$13,081.

This authorization was originally approved by the SAB at its May 1, 2007, meeting; however, the authorization term was incorrectly stated as date of award through one year. The correct authorization term is March 30, 2007 (the federal grant effective date), through September 30, 2008, as given above.

**Criticality:** This grant will provide funding for safety training for drivers, dispatchers, maintenance employees, and other transit personnel, providing them with the most up-to-date safety techniques, and for other transit-related seminars on topics critical to transit operations.

**Purpose/Business Case:** To provide funding under MDOT's FY 2005 Federal Section 5304 State Planning and Research Program grant for a statewide transit conference geared toward advancing public transit in the state of Michigan; frontline training for drivers, dispatchers, and supervisors; a vehicle and equipment seminar that provides training for maintenance staff; and a bus rodeo that showcases small bus drivers' driving skills and knowledge.

**Benefit:** Improved transportation services.

**Funding Source:** FTA Funds -\$52,326; MPTA Funds - \$13,081.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48909.

152. PASSENGER TRANSPORTATION - Rural Transportation Assistance Program

Project Authorization (Z3) under Master Agreement (2007-0420) between MDOT and the Michigan Public Transit Association (MPTA), in Ingham County, will provide Federal Rural Transportation Assistance Program (RTAP) funds for the administration of the program on behalf of MDOT for fiscal year 2008. The program is 100 percent federally funded and provides grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$110,000. Source of Funds: Federal Transit Administration (FTA) Funds - \$110,000.

**Criticality:** This project will provide safety training to transit personnel. RTAP funds enable transit personnel to receive training such as dealing with unruly passengers, first aid, vehicle maintenance, liabilities, securements, policies, and mental health clients. Each of these safety sensitive training items is extremely important and critical to transit agencies.

**Purpose/Business Case:** To provide federal RTAP funds to MPTA to administer the RTAP and provide grants/scholarships for training opportunities and materials to transit operators in nonurbanized areas.

**Benefit:** Improved transportation services.

**Funding Source:** FTA Funds - \$110,000.

**Commitment Level:** Authorization amount is based on available federal funds.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Authorization amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49503.

153. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z6) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide state matching funds for MAETA's FY 2007 Federal Section 5307 Urbanized Area Formula Capital Program grant for the acquisition of replacement buses. The authorization will be in effect from July 1, 2007, through June 30, 2010. The authorization is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The authorization amount will be \$81,576. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$65,261; FY 2007 State Restricted Comprehensive Transportation Funds - \$16,315.

**Criticality:** This authorization is critical as the funds will allow MAETA to replace buses that have met their useful lives. The replacement buses are needed to ensure the safety of the passengers.

**Purpose/Business Case:** To provide the state matching funds for the MAETA's FY 2007 Section 5307 Urbanized Area Formula Capital Program grant for the acquisition of replacement buses.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$65,261; FY 2007 State Restricted Comprehensive Transportation Funds - \$16,315.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49423.

154. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z7) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide for the reassignment of project equipment and administration responsibilities (originally processed under Project Authorization (2002-0045/Z1)) from the City of Holland to MAETA. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2002 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, architectural and engineering (A&E) services, route signs, radios, and a trolley. The authorization will be in effect from the date of award through June 30, 2008. The authorization amount will be \$294,412. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$235,530; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$58,882.

**Criticality:** This authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

**Purpose/Business Case:** To provide state matching funds for the MAETA's FY 2002 Section 5307 Capital Discretionary Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, A&E, route signs, radios, and a trolley.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$235,530; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$58,882.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49423.

155. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z8) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide for the reassignment of project equipment and administration responsibilities (originally processed under Project Authorization (2002-0045/Z2)) from the City of Holland to MAETA. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. This authorization will provide state matching funds for MAETA's FY 2003 Federal Section 5307 Urbanized Area Formula Capital Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, vans, bus equipment, shop equipment, and communications equipment. The authorization will be in effect from the date of award through June 30, 2008. The authorization amount will be \$286,500. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$229,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$57,300.

**Criticality:** This authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

**Purpose/Business Case:** To provide state matching funds for the MAETA's FY 2003 Section 5307 Capital Discretionary Program and Congestion Mitigation and Air Quality Improvement Program grant for the purchase of buses, vans, and equipment.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$229,200; FY 2002 and FY 2003 State Restricted Comprehensive Transportation Funds - \$57,300.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49423.

156. PASSENGER TRANSPORTATION - Section 5307 Program

Project Authorization (Z9) under Master Agreement (2007-0613) between MDOT and the Macatawa Area Express Transportation Authority (MAETA), in Ottawa County, will provide for the reassignment of project equipment and administration responsibilities (originally processed under Project Authorization (2002-0045/Z3)) from the City of Holland to MAETA. The City of Holland feels it is in the best interest of the residents of Ottawa County to establish a transportation authority to utilize federal, state, and local transit funding in the most effective manner and to increase the efficiency of the transit services provided to the residents of the county. The authorization will provide state matching funds for MAETA's FY 2004 Federal Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, computer hardware and software, and support equipment and for architectural and engineering (A&E) services for a bus terminal. The authorization will be in effect from the date of award through June 30, 2008. The authorization amount will be \$242,000. The term of the master agreement is from July 1, 2007, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$193,600; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$47,400; MAETA Funds - \$1,000.

**Criticality:** This authorization is critical because operation of service shifted from the City of Holland to the new Authority as of July 1, 2007.

**Purpose/Business Case:** To provide state matching funds for MAETA's FY 2004 Section 5307 Urbanized Area Formula Capital Program grant for the purchase of shop equipment, computer hardware and software, and support equipment and for A&E services for a bus terminal.

**Benefit:** Increased public safety through improved transportation infrastructure.

**Funding Source:** FTA Funds - \$193,600; FY 2002, FY 2004, and FY 2005 State Restricted Comprehensive Transportation Funds - \$47,400; MAETA Funds - \$1,000.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49423.

157. TRANSPORTATION PLANNING - Historic Resource Protection and Preservation

Authorization (Z9) under Contract (2005-0295) between MDOT and the Woodward Avenue Action Association (WA3) will provide for the development of historic resource protection and preservation under Part D of the National Scenic Byways Story, Phase 1. The services will help MDOT to accomplish the objectives set forth in the Woodward Heritage Route Corridor Management Plan. The authorization will be in effect from the date of award through September 30, 2009. The authorization amount will be \$52,404. The contract term is June 22, 2005, through June 21, 2010. Source of Funds: 100% Federal Highway Administration (FHWA) Funds.

**Criticality:** These funds were awarded by Congress based on merit and a competitive application process. The funds can only be used for this project and if MDOT does not move forward with the projects, the FHWA could redistribute the funds to other states, and funding for an economic development project for southeast Michigan could be lost.

**Purpose/Business Case:** To provide for project coordination for the Woodward Avenue Heritage Route project, including project management, organizational administration, volunteer development, and the development of an intrinsic resource recognition program.

**Benefit:** Will provide state of the art, professional, impartial corridor planning practices and project implementation services for the continuing development of the Woodward Avenue Heritage Route.

**Funding Source:** 100% FHWA Funds (National Scenic Byways Discretionary Funds).

**Commitment Level:** Fixed costs as estimated based on award of federal merit-based discretionary funds.

**Risk Assessment:** MDOT could lose FHWA discretionary funds.

**Cost Reduction:** Projects are awarded based on fixed cost applications.

**Selection:** N/A for authorization; best/sole source for indefinite delivery of services contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48073.

158. TRANSPORTATION PLANNING – Time Extension

**Retroactive** Authorization Revision (Z1/R2) under Contract (2006-0048) between MDOT and Cambridge Systematics, Inc., will extend the authorization term by 15 months (38 days retroactive). The additional time is needed because internal work on the project was delayed due to MDOT staffing and scheduling conflicts with other MDOT projects. Internal work is now back on track, and a September 30, 2008, completion date seems feasible. The extension will also allow costs that were incurred between July 1, 2007, and August 7, 2007, to be reimbursed. The original authorization, which expired on June 30, 2007, provided for technical assistance to MDOT's Statewide and Urban Travel Analysis Section for the development of new four-step demand models using data from the recently completed Michigan Travel Counts Household Travel Survey. The revised authorization term will be November 18, 2005, through September 30, 2008. The authorization amount remains unchanged at \$84,970. The contract term is November 17, 2005, through November 16, 2008. Source of Funds: Federal Highway Administration Funds - \$67,976; State Restricted Trunkline Funds - \$16,994.

**Criticality:** The Michigan Travel Counts Household Travel Survey has just been completed; this authorization will use data from the survey to develop new four-step travel demand models. If this revision is not approved, the project cannot be completed. As a result, this revision cannot be deferred until an October 2007 or later State Administrative Board agenda.

**Purpose/Business Case:** To retroactively extend the authorization term by 15 months. The consultant will continue to provide technical assistance to MDOT's Statewide and Urban Travel Analysis Section for the development of new four-step travel demand models using data from the recently completed Michigan Travel Counts Household Travel Survey. These models will be developed in TransCAD and used at the statewide, regional, metropolitan planning organization, and local levels for activities such as long-range planning, project development, and air quality analysis.

**Benefit:** Will provide sufficient time for the development of travel demand models that use Michigan-specific data instead of national default data; this will improve the quality of the results. The improved models will be used in long-range planning, project development, and air quality activities for accurate results.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** This is a low bid contract based on fixed hourly rates

**Risk Assessment:** If this revision is not approved and the project is not completed, MDOT might have to continue to use current models based on national defaults. In some cases, metropolitan planning organizations could be at risk of being decertified, which would lead to a dramatic loss of federal funds to those areas. The Michigan Travel Counts Household Travel Survey was completed so that improvements could be made to MDOT's travel demand models.

**Cost Reduction:** The bid was awarded to the lowest bidder.

**Selection:** Qualifications-based/low-bid.

**New Project Identification:** This is a new project.

**Zip Codes:** 48909.

### **SUBCONTRACTS**

159.	<b>Intec Company, Inc.,</b>	<b>Low Bid:</b>	<b>\$ 262,600</b>
	<b>dba Midstate Security</b>	<b>Engineer's Estimate:</b>	<b>\$ 240,000</b>
	<b>3495 Viaduct SW</b>	<b>Over/Under:</b>	<b>+ 9.4%</b>
	<b>Grandville, MI 49418</b>		

#### **Description of Work: Upgrade of Surveillance Technology**

Approval is requested to authorize the City of Grand Rapids to award a subcontract for an upgrade of the surveillance portion of its traffic control system, including the installation of video encoders, network equipment, and software at the traffic control center in the city of Grand Rapids. This system will digitize videos and link video networks to enable sharing of video and other resources from center to center, to 911 dispatch, to other transportation agencies, and to first responders. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through February 28, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Criticality:** This service will enhance public safety by providing real-time traffic video to transportation agencies and first responders. The project will expand the city 911 center's police and fire dispatch access to traffic video to provide for better emergency response to traffic accidents.

**Purpose/Business Case:** To provide for an upgrade of the surveillance portion of the traffic control system, including installation of video encoders, network equipment, and software at the traffic control center in the city of Grand Rapids.

**Benefit:** The use of the updated system will allow direct analysis of some signalized trunkline intersections, which will help to improve safety by allowing better incident management routing trunkline traffic.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the traffic control system could become outdated and inefficient.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49418.



160.	<b>William E. Lang, Inc.</b> <b>4340 South M-18</b> <b>Beaverton, MI 48612</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$ 57,280</b> <b>\$ 63,000</b> <b>- 9.1%</b>
------	--	--	---

**Description of Work: Installation of Culvert**

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for the removal and replacement of a culvert on M-18 in Gladwin County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the culvert will continue to deteriorate and could wash out, causing the road to collapse and endangering travelers.

**Purpose/Business Case:** To provide for the removal and replacement of a culvert on M-18 in Gladwin County.

**Benefit:** Will provide for a safer roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadway could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48612.

161.	<b>Florence Cement Company, Inc.</b> <b>12798 23 Mile Road</b> <b>Shelby Township, MI 48315</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$ 302,756.55</b> <b>\$ 310,860.00</b> <b>- 2.6%</b>
------	---	--	---

**Description of Work: Concrete Repairs and Wing Wall Modification**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete repairs on the I-696 Service Drive between Dequindre and Ryan Road and for modifications to the end section of the wing walls on M-59 between Utica Road and Mound Road in Macomb County. The project was advertised, and two bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Criticality:** If this service is not performed, the road will continue to deteriorate and could become hazardous. The surface of the road is in poor condition and is deteriorating quickly. The surface has numerous potholes and cracks and, if not fixed, could pose a danger to travelers. Concrete repairs are needed to fix this problem and prevent accidents. The modifications to the wing walls are necessary to accommodate the increase in speed limit to 70 miles per hour.

**Purpose/Business Case:** To provide for concrete repairs on the I-696 Service Drive between Dequindre and Ryan Road and for modifications to the end section of the wing walls on M-59 between Utica Road and Mound Road in Macomb County.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadways will become increasingly hazardous, with numerous potholes and cracks and poor rideability.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48315.

## STATE PROJECTS

162.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707001	\$ 7,382,165.19	\$ 8,150,328.51
	PROJECT M 82024-82589, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 20, 2007		
	COMPLETION DATE - JANUARY 13, 2008		10.41 %

Rehabilitation of 12 structures on I-94 from Second Avenue northerly to French Street, Wayne County.

BIDDER	ORIGINAL A	AS-CHECKED A	
C. A. Hull Co., Inc.	\$ 8,150,328.51	Same	1 **
Posen Construction, Inc.	\$ 8,468,955.31	Same	2
Midwest Bridge Company	\$ 10,675,181.23	Same	3
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			

  

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
C. A. Hull Co., Inc.	\$ 8,810,328.51	Same	1 **
Posen Construction, Inc.	\$ 9,468,955.31	Same	2
Midwest Bridge Company	\$ 13,950,181.23	Same	3
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			

### 3 Bidders

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.  
The ORIGINAL A bid reflects the actual contract price.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

82589A

SBC Communications	0.13 %
State Restricted Trunkline Funds	99.87 %

82599A

State Restricted Trunkline Funds	100 %
----------------------------------	-------

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48216.

163.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707018	\$ 222,720.76	\$ 173,478.28
	PROJECT IM 25132-87717		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 24, 2007		
	COMPLETION DATE - NOVEMBER 03, 2007		-22.11 %

0.58 mi of freeway interchange shoulder lighting upgrades on the I-475 interchange at Stewart Street in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rauhorn Electric, Inc.</b>	<b>\$ 173,478.28</b>	<b>Same</b>	<b>1 **</b>
Nationwide Fence & Supply Company	\$ 177,258.60	Same	2
J. Ranck Electric, Inc.	\$ 191,335.56	Same	3
Metropolitan Power & Lighting, Inc.	\$ 194,493.00	Same	4
Posen Construction, Inc.	\$ 211,534.91	Same	5
J R Howell Airport Lighting LLC	\$ 239,333.04	Same	6
Motor City Electric Utilities Co.	\$ 370,942.90	Same	7
Strain Electric Company			
Trans Tech Electric, L.P.			

7 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business:** Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

**Benefit:** To improve the safety of the motoring public and to reduce on-going maintenance costs.

**Funding Source:**

87717A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects are not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

**Cost Reduction:** With the construction of these projects, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with a greatly improved nighttime visibility.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48505.

164.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707046	\$ 192,866.18	\$ 154,166.35
	PROJECT M 67032-100133		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 04, 2007		
	COMPLETION DATE - OCTOBER 01, 2007		-20.07 %

1.71 mi of hot mix asphalt cold milling and resurfacing  
on M-66 from 21 Mile Road to south of 23 Mile Road in  
Marion Township, Osceola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 154,166.35	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 179,250.23	Same	2
Central Asphalt, Inc.	\$ 227,331.94	Same	3

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100133A

State Restricted Trunkline Funds	100 %
----------------------------------	-------

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49665.

165. LETTING OF JULY 06, 2007  
 PROPOSAL 0707047  
 PROJECT STE 84914-86858  
 LOCAL AGRMT. 07-5239  
 START DATE - SEPTEMBER 04, 2007  
 COMPLETION DATE - SEPTEMBER 19, 2009

ENG. EST.	LOW BID
\$ 1,221,950.81	\$ 1,162,199.06
% OVER/UNDER EST.	
	-4.89 %

4.75 mi of hot mix asphalt non-motorized path, landscaping,  
 and structure work in the villages of Columbiaville and  
 Otter Lake, Lapeer and Genesee Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Wooten Contracting Co.</b>	<b>\$ 1,162,199.06</b>	<b>Same</b>	<b>1 **</b>
Rohde Brothers Excavating, Inc.	\$ 1,284,660.50	\$ 1,285,160.50	2
Zito Construction Co.	\$ 1,287,700.69	Same	3
Novak Nurseries, Inc.	\$ 1,296,207.88	Same	4
L.J. Construction, Inc.	\$ 1,321,903.80	Same	5
Heystek Contracting Inc.	\$ 1,329,636.20	Same	6
Davis Construction, Inc.	\$ 1,392,642.22	Same	7
Dan's Excavating, Inc.	\$ 1,411,103.16	Same	8
Warren Contractors & Development	\$ 1,757,989.57	Same	9
C & D Hughes, Inc.			
C. R. Hunt Construction Company			
Milbocker and Sons, Inc.			
ABC Paving Company			
Midwest Bridge Company			
Anlaan Corporation			
Cadillac Asphalt, LLC.			
E.T. MacKenzie Company			
Posen Construction, Inc.			
C. A. Hull Co., Inc.			
Saginaw Asphalt Paving Company			
Marlette Excavating Company			
Champagne and Marx Excavating, Inc.			
Pyramid Paving & Contracting Co.			
DiPonio Contracting L.L.C.			
3-S Construction, Inc.			
L.W. Lamb, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

86858A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** Enhancement.

**Selection:** Low bid.

**Zip Code:** Region-wide.

166.	LETTING OF JULY 06, 2007 PROPOSAL 0707048 PROJECT STH 11052-79089 LOCAL AGRMT. START DATE - AUGUST 06, 2007 COMPLETION DATE - SEPTEMBER 29, 2007	ENG. EST. \$ 667,693.33	LOW BID \$ 727,026.03	
				% OVER/UNDER EST. 8.89 %

0.54 mi of hot mix asphalt cold milling, widening and overlay for center left turn lanes, concrete curb and gutter, drainage improvements and guardrail on M-139 north and south of John Beers Road and on M-139 north and south of Marquette Woods Road, Berrien County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 727,026.03</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 727,484.17	\$ 727,359.17	2

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

79089A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Selection:** Low Bid.

**Zip Code:** 49085.



167. LETTING OF JULY 06, 2007  
 PROPOSAL 0707053  
 PROJECT IM 06111-81269  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 04, 2007  
 COMPLETION DATE - MAY 21, 2008

ENG. EST.  
 \$ 2,321,948.47

LOW BID  
 \$ 2,225,319.62

% OVER/UNDER EST.  
 -4.16 %

Removal and replacement of existing rest area building,  
 parking lot construction, sitework, utilities, well and soil  
 absorption system on I-75 southbound, south of Alger, at the  
 Alger rest area, Arenac County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>CL Trucking &amp; Excavating, LLC.</b>	<b>\$ 2,225,319.62</b>	<b>Same</b>	<b>1 **</b>
Porath Contractors, Inc.	\$ 2,245,497.30	Same	2
Cordes Excavating, Inc.	\$ 2,293,305.35	Same	3
Champagne and Marx Excavating, Inc.	\$ 2,346,747.96	Same	4
Lee Wood Contracting, Inc.	\$ 2,348,834.12	Same	5
3-S Construction, Inc.	\$ 2,420,142.68	Same	6
Maclean Construction Company	\$ 2,446,315.83	Same	7
Katterman Trucking, Inc.	\$ 2,455,185.08	Same	8
M & M Excavating Co., Inc.	\$ 2,497,147.35	Same	9
Zito Construction Co.	\$ 2,592,680.07	Same	10
Rohde Brothers Excavating, Inc.	\$ 2,692,156.55	Same	11
L.J. Construction, Inc.	\$ 2,758,016.35	Same	12
Fisher Contracting Company	\$ 2,945,636.70	Same	13
Pyramid Paving & Contracting Co.			
Bouradow Trucking Company			
Bolen Asphalt Paving, Inc.			
Gerace Construction Company, Inc.			
Saginaw Asphalt Paving Company			

13 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

**Benefit:** Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

**Funding Source:**

81269A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

**Cost Reduction:** Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48610.

168.	LETTING OF JULY 06, 2007 PROPOSAL 0707055 PROJECT MG 21900-85434 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - AUGUST 31, 2009	ENG. EST. \$ 315,656.02	LOW BID \$ 253,890.29
			% OVER/UNDER EST. -19.57 %

9.99 acres of construction of a wetland mitigation site including topsoil stripping, grading, wetland plantings and seeding located 0.25 mi north of the intersection of US-2 and County Road KK, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bacco Construction Company</b>	<b>\$ 253,890.29</b>	<b>Same</b>	<b>1 **</b>
A. Lindberg & Sons, Inc.	\$ 353,170.70	Same	2
Smith Paving, Inc.	\$ 364,753.35	Same	3
Oberstar, Inc.	\$ 405,445.39	\$ 405,365.39	4
Barley Trucking & Excavating, Inc.			
Snowden, Inc.			
Tri-Valley Landscaping, Inc.			
Fisher Contracting Company			

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** Wetland Mitigation funds transportation projects that create wetlands to replace those impacted by related projects. These related projects may have already been constructed or are to be constructed in the future.

**Benefit:** Adherence to existing federal and state environmental laws, regulations and guidelines.

**Funding Source:**

85434A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds and inability to award and construct related projects.

**Cost Reduction:** Cost savings would be those realized on the related project that impacted the existing wetlands.

**New Project Identification:** Replacement of existing wetlands.

**Selection:** Low bid.

**Zip Code:** 49878.

169. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707056	\$ 1,456,982.77	\$ 1,678,434.36
PROJECT CM 61074-87500		
LOCAL AGRMT. 07-5150		% OVER/UNDER EST.
START DATE - AUGUST 06, 2007		
COMPLETION DATE - MAY 12, 2008		15.20 %

1.76 mi of hot mix asphalt cold milling and resurfacing, loop ramp construction, clearing, drainage, signing and sign truss erection on US-31 south of Sternberg Road to north of Sternberg Road and on Sternberg Road east of Grand Haven Road easterly to west of Harvey Street in the city of Norton Shores, Muskegon County. This project includes a 5 year materials and workmanship pavement warranty.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,678,434.36	Same	1 **
Aggregate Industries-Central Region	\$ 1,736,089.42	Same	2
Rieth-Riley Construction Co., Inc.	\$ 2,022,082.36	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

**Benefit:** Reduction in transportation related emissions.

**Funding Source:**

87500A

Federal Highway Administration Funds	53.02 %
City of Norton Shores	33.60 %
State Restricted Trunkline Funds	13.25 %
Verizon	0.13 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49441.

170.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707058	\$ 1,075,992.77	\$ 1,019,398.75
	PROJECT STG 61151-86734		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 08, 2007		
	COMPLETION DATE - APRIL 28, 2008		-5.26 %

Signal upgrading and modernization at 19 locations on US-31BR and M-120 in the cities of Muskegon, Muskegon Heights, and Norton Shores, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Windemuller Electric, Inc.	\$ 1,019,398.75	Same	1 **
J. Ranck Electric, Inc.	\$ 1,102,246.03	Same	2
Trans Tech Electric, L.P.	\$ 1,112,885.22	Same	3
Strain Electric Company	\$ 1,149,056.15	Same	4
Severance Electric Co., Inc.	\$ 1,183,873.43	Same	5
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			
J R Howell Airport Lighting LLC			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

86734A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Sign upgrade.

**Selection:** Low Bid.

**Zip Code:** 49444 County-wide.

171.	LETTING OF JULY 06, 2007 PROPOSAL 0707059 PROJECT M 39103-89263 LOCAL AGRMT. 07-5304 START DATE - AUGUST 01, 2007 COMPLETION DATE - AUGUST 30, 2007	ENG. EST. \$ 304,209.14	LOW BID \$ 276,165.27  % OVER/UNDER EST.  -9.22 %
------	--	----------------------------	--

0.38 mi of hot mix asphalt cold milling and resurfacing, widening, paving for turn lanes and adding traffic signals at the M-89 and C Avenue intersection in the village of Richland, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 276,165.27</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 289,053.95	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

89263A

Kalamazoo County	22.73 %
State Restricted Trunkline Funds	77.27 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49083.

172.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707087	\$ 180,005.71	\$ 193,561.04
	PROJECT MER 58034-89117		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - SEPTEMBER 04, 2007		
	COMPLETION DATE - NOVEMBER 02, 2007		7.53 %

Emergency partial superstructure replacement on US-23 southbound, over the Indiana and Ohio Railroad, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
C. A. Hull Co., Inc.	\$ 193,561.04	Same	1 **
Midwest Bridge Company	\$ 195,636.78	Same	2
E. C. Korneffel Co.	\$ 195,794.52	Same	3
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
Anlaan Corporation			

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

89117A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48131.

173.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707088	\$ 1,009,936.50	\$ 1,122,718.84
	PROJECT EDA 82111-100003		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 19, 2009		11.17 %

0.27 mi of concrete exit ramp and service drive reconstruction, curb and gutter, aggregate base, subbase, underdrain, guardrail, storm sewer, lighting, MITS and curb island construction on the M-10 southbound exit ramp and adjacent service drive at M-5 and Temple Avenue, and bridge deck rehabilitation over M-10 in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Posen Construction, Inc.</b>	<b>\$ 1,122,718.84</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 1,146,665.00	Same	2
Midwest Bridge Company	\$ 1,237,972.81	Same	3
E. C. Korneffel Co.	\$ 1,295,232.77	Same	4
Peter A. Basile Sons, Inc.			
ABC Paving Company			
Anlaan Corporation			
Angelo Iafrate Construction Company			
C. A. Hull Co., Inc.			

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business:** Project area supports Motor City Casino traffic. Ramp and roadway in this area will not handle the projected traffic with the new development. The ramp widening and intersection revisions will provide sufficient capacity and direct access to the NB Service Drive and NB M-10.

**Benefit:** The construction of this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with the safer and improved traffic flow.

**Funding Source:**

100003A

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationships with the communities and businesses in the Detroit metropolitan area may be compromised. They are anticipating the completion of this project as announced to support the economy of the area.

**Cost Reduction:** With the reconstruction of this infrastructure, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with greatly reduced user delay costs and related safety improvements.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48201.



174. LETTING OF JULY 06, 2007  
 PROPOSAL 0707089  
 PROJECT NH 15091-100295  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 02, 2007

ENG. EST.  
 \$ 1,466,757.44

LOW BID  
 \$ 1,198,290.10

% OVER/UNDER EST.  
 -18.30 %

10.75 mi of hot mix asphalt cold milling and resurfacing,  
 detail 8 repairs and shoulder construction on US-131 from  
 Thumb Lake Road northerly to M-75 and from Bear River Road  
 northerly to Lears Road, Charlevoix and Emmet Counties.  
 This project includes a 3 year pavement performance  
 warranty.

A 2007 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,198,290.10	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,247,651.50	Same	2
Elmer's Crane & Dozer, Inc.			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100295A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49796.

175. LETTING OF JULY 06, 2007  
 PROPOSAL 0707090  
 PROJECT M 59045-90174  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 10, 2007  
 COMPLETION DATE - OCTOBER 12, 2007

ENG. EST.  
 \$ 1,071,743.97

LOW BID  
 \$ 950,304.20

% OVER/UNDER EST.  
 -11.33 %

2.00 mi of concrete full depth pavement repairs, concrete longitudinal and transverse joints and crack sealing, diamond grinding and hot mix asphalt cold milling and resurfacing of shoulders on M-46 from east of the M-66 south leg (Sheridan Road) easterly to west of Juniper Road in the village of Edmore, Montcalm County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 950,304.20</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 990,571.84	Same	2
Kelcris Corporation	\$ 996,320.60	Same	3
Six-S, Inc.	\$ 1,046,936.54	Same	4
Florence Cement Company	\$ 1,096,273.50	Same	5
Snowden, Inc.	\$ 1,394,012.80	Same	6

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

90174A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48829.

176. LETTING OF JULY 06, 2007  
 PROPOSAL 0707092  
 PROJECT M 86000-M00214  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.  
 \$ 38,554.54

LOW BID  
 \$ 36,623.15

% OVER/UNDER EST.  
 -5.01 %

0.17 mi of hot mix asphalt surface removal and replacement  
 on Graham Avenue from I-75 westerly to Boulevard Drive,  
 Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 36,623.15	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 37,997.50	Same	2
Bacco Construction Company			

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M00214

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49781.

177. LETTING OF JULY 06, 2007  
 PROPOSAL 0707093  
 PROJECT M 78081-M50701  
 LOCAL AGRMT.  
 START DATE - AUGUST 13, 2007  
 COMPLETION DATE - SEPTEMBER 01, 2007

ENG. EST.  
 \$ 137,917.95

LOW BID  
 \$ 133,525.63

% OVER/UNDER EST.  
 -3.18 %

Culvert replacement, hot mix asphalt pavement removal and replacement, guardrail replacement and permanent pavement markings on M-216 at the Hoover Kelly Joint Drain, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Nashville Construction Company</b>	<b>\$ 133,525.63</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 136,862.67	Same	2
Kamminga & Roodvoets, Inc.	\$ 162,105.63	Same	3
Milbocker and Sons, Inc.	\$ 162,930.74	Same	4
J.E. Kloote Contracting, Inc.	\$ 221,276.03	Same	5
Peters Construction Co.			
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Hoffman Bros., Inc.			
Balkema Excavating, Inc.			
Quantum Construction Company, Inc.			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M50701

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49067.

178. LETTING OF JULY 06, 2007  
 PROPOSAL 0707094  
 PROJECT STT 68012-100238  
 LOCAL AGRMT.  
 START DATE - AUGUST 13, 2007  
 COMPLETION DATE - OCTOBER 12, 2007

ENG. EST.  
 \$ 673,130.94

LOW BID  
 \$ 566,125.86

% OVER/UNDER EST.  
 -15.90 %

6.55 mi of hot mix asphalt surfacing on M-33/M-72 from north of McKinley Road northeasterly to west of M-33, Oscoda County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 566,125.86</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 566,928.18	Same	2
Pyramid Paving & Contracting Co.,	\$ 629,745.18	Same	3

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100238A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48647.

179. LETTING OF JULY 06, 2007  
 PROPOSAL 0707095  
 PROJECT M 35032-100316  
 LOCAL AGRMT.  
 START DATE - AUGUST 13, 2007  
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.  
 \$ 151,174.43

LOW BID  
 \$ 124,379.50

% OVER/UNDER EST.  
 -17.72 %

0.79 mi of hot mix asphalt cold milling and resurfacing on  
 US-23 from south of Division Street northerly to north of  
 Cedar Lake Road, Iosco County. This project includes a  
 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 124,379.50</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting Co.	\$ 140,530.50	Same	2
Rieth-Riley Construction Co., Inc.	\$ 170,833.80	Same	3

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

100316A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48750.

180. LETTING OF JULY 06, 2007  
 PROPOSAL 0707096  
 PROJECT M 25032-M40704  
 LOCAL AGRMT.  
 START DATE - AUGUST 20, 2007  
 COMPLETION DATE - 10 working days

ENG. EST.  
 \$ 69,800.00

LOW BID  
 \$ 55,200.00

% OVER/UNDER EST.  
 -20.92 %

Installation of a weigh in motion detector on I-75  
 northbound, north of Lake Road, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Ranck Electric, Inc.</b>	<b>\$ 55,200.00</b>	<b>Same</b>	<b>1 **</b>
J R Howell Airport Lighting LLC	\$ 59,600.00	Same	2
Rauhorn Electric, Inc.	\$ 61,180.00	Same	3
Nationwide Fence & Supply Company	\$ 78,590.00	Same	4
Strain Electric Company	\$ 99,999.00	Same	5
Posen Construction, Inc.	\$ 104,100.00	Same	6
Trans Tech Electric, L.P.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M40704

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48420.

181. LETTING OF JULY 06, 2007  
 PROPOSAL 0707097  
 PROJECT M 81081-M60711  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 14, 2007

ENG. EST.  
 \$ 388,129.54

LOW BID  
 \$ 320,897.77

% OVER/UNDER EST.  
 -17.32 %

2.88 mi of concrete pavement repair on M-17 from east of  
 Carpenter Road easterly to Summit Street in the city of  
 Ypsilanti, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Causie Contracting, Inc.</b>	<b>\$ 320,897.77</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 365,745.69	Same	2
Florence Cement Company	\$ 385,225.40	Same	3
Six-S, Inc.	\$ 400,028.89	Same	4
C & D Hughes, Inc.	\$ 425,699.00	Same	5
Snowden, Inc.			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60711

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48197.



182. LETTING OF JULY 06, 2007  
 PROPOSAL 0707098  
 PROJECT MER 39022-100293  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 10, 2007  
 COMPLETION DATE - NOVEMBER 02, 2007

ENG. EST.  
 \$ 239,747.18

LOW BID  
 \$ 206,072.28

% OVER/UNDER EST.  
 -14.05 %

Emergency bridge rehabilitation on I-94 over Portage Creek  
 and Norfolk Southern Railroad in the city of Portage,  
 Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Midwest Bridge Company</b>	<b>\$ 206,072.28</b>	<b>Same</b>	<b>1 **</b>
C. A. Hull Co., Inc.	\$ 243,280.96	Same	2
Davis Construction, Inc.	\$ 266,282.70	Same	3
J. Slagter & Son Construction Co.	\$ 297,340.95	Same	4
Anlaan Corporation	\$ 336,846.63	Same	5
Abhe & Svoboda, Inc.	\$ 413,310.00	Same	6
L.W. Lamb, Inc.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

100293A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49002.

183. LETTING OF JULY 06, 2007  
 PROPOSAL 0707099  
 PROJECT M 38103-M60734  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 12, 2007

ENG. EST.  
 \$ 224,249.59

LOW BID  
 \$ 158,172.81

% OVER/UNDER EST.  
 -29.47 %

9.22 mi of concrete pavement repairs, resawing and resealing joints on I-94 from east of Sargent Road easterly to east of the Jackson/Washtenaw County line, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Causie Contracting, Inc.</b>	<b>\$ 158,172.81</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 193,342.94	Same	2
Florence Cement Company	\$ 233,293.85	Same	3
Six-S, Inc.	\$ 233,421.10	Same	4
American Pavement Solutions, Inc.	\$ 320,615.59	Same	5
Interstate Sealant & Concrete, Inc.			
Snowden, Inc.			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60734

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49240.

184. LETTING OF JULY 06, 2007  
 PROPOSAL 0707100  
 PROJECT MER 77023-100555  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.  
 \$ 228,586.18

LOW BID  
 \$ 276,927.07

% OVER/UNDER EST.  
 21.15 %

Emergency bridge rehabilitation consisting of partial superstructure replacement and maintaining traffic on I-69 under Allen Road, 4 mi west of the city of Port Huron, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Posen Construction, Inc.</b>	<b>\$ 276,927.07</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 295,190.82	Same	2
C. A. Hull Co., Inc.	\$ 296,049.14	Same	3
Anlaan Corporation	\$ 347,852.12	Same	4
E. C. Korneffel Co.	\$ 369,254.97	Same	5
Davis Construction, Inc.	\$ 370,484.92	Same	6
J. Slagter & Son Construction Co.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

100555A

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48060.

185. LETTING OF JULY 06, 2007  
 PROPOSAL 0707101  
 PROJECT M 46900-M60738  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 07, 2007

ENG. EST.  
 \$ 178,208.64

LOW BID  
 \$ 173,361.00

% OVER/UNDER EST.  
 -2.72 %

0.85 mi of hot mix asphalt shoulder paving and curb placement, shoulder trenching, and slope grading on M-156 from Bear Creek northerly, on US-223 from east of Humphrey Highway westerly, and on M-50 from Ford Highway easterly, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 173,361.00</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 198,287.25	Same	2
Barrett Paving Materials, Inc.	\$ 212,887.95	Same	3
Slusarski Excavating & Paving, Inc.			

3 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60738

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49221.

186. LETTING OF JULY 06, 2007  
 PROPOSAL 0707102  
 PROJECT M 38101-M60739  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.  
 \$ 251,511.90

LOW BID  
 \$ 269,336.24

% OVER/UNDER EST.  
 7.09 %

1.03 mi of hot mix asphalt overlay and pavement repairs  
 on US-127 northbound and ramps to eastbound and  
 westbound I-94 (east interchange), Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 269,336.24	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 269,655.79	Same	2
Barrett Paving Materials, Inc.	\$ 305,710.04	Same	3
Aggregate Industries-Central Region	\$ 331,845.80	Same	4

#### 4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

#### Funding Source:

M60739

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49202.

187. LETTING OF JULY 06, 2007  
 PROPOSAL 0707103  
 PROJECT M 07013-M10751  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - 5 working days

ENG. EST.	LOW BID
\$ 40,554.00	\$ 30,805.50
% OVER/UNDER EST.	
-24.04 %	

0.16 mi of guardrail upgrade and relocation on US-41 at the Sturgeon Road/US-41 intersection, Baraga County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	\$ 30,805.50	Same	1 **
Hogan Land Improvement Company	\$ 36,121.60	Same	2
J. Slagter & Son Construction Co.			

## 2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

### Funding Source:

M10751

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49908.

188. LETTING OF JULY 06, 2007  
 PROPOSAL 0707104  
 PROJECT M 09033-M40705  
 LOCAL AGRMT.  
 START DATE - AUGUST 13, 2007  
 COMPLETION DATE - SEPTEMBER 14, 2007

ENG. EST.  
 \$ 119,940.06

LOW BID  
 \$ 137,995.55

% OVER/UNDER EST.  
 15.05 %

0.29 mi of pavement removal, drainage work, curb and gutter, guardrail reconstruction, downspouts and placing hot mix asphalt on M-13 at River Road and Linwood Road and on westbound US-23 connector to southbound I-75, Arenac and Bay Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>CRS/Shaw Contracting Co.</b>	<b>\$ 137,995.55</b>	<b>Same</b>	<b>1 **</b>
Lois Kay Contracting Co.	\$ 140,310.82	Same	2
Eastlund Concrete Construction	\$ 158,227.50	Same	3
Rieth-Riley Construction Co., Inc.	\$ 161,296.80	Same	4
Rohde Brothers Excavating, Inc.	\$ 162,336.00	Same	5
A. J. Rehmus & Son, Inc.			
Pyramid Paving & Contracting Co.			
Saginaw Asphalt Paving Company			
Bolen Asphalt Paving, Inc.			

5 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M40705

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48634.

189. LETTING OF JULY 06, 2007  
 PROPOSAL 0707105 ENG. EST. LOW BID  
 \$ 77,500.52 \$ 92,343.00  
 PROJECT M 84915-M50772  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 12, 2007 19.15 %

54.38 mi of raised pavement marker removal on I-94 and  
 I-194 in the city of Battle Creek, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>5 Star Engineering, P.C.</b>	<b>\$ 92,343.00</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 110,597.63	Same	2
C & D Hughes, Inc.	\$ 118,604.38	Same	3
P.K. Contracting, Inc.	\$ 123,958.84	Same	4
Causie Contracting, Inc.	\$ 147,394.00	Same	5
Kelcris Corporation	\$ 228,812.38	Same	6
Interstate Sealant & Concrete, Inc.			
Snowden, Inc.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M50772

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49068.



190. LETTING OF JULY 06, 2007  
 PROPOSAL 0707106  
 PROJECT M 33011-M60769  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.  
 \$ 405,597.52

LOW BID  
 \$ 341,271.53

% OVER/UNDER EST.  
 -15.86 %

4.22 mi of concrete pavement repairs on northbound I-69  
 from north of Vermontville Highway northerly and on M-99  
 from north of Bishop Road to north of Dunlap  
 Street, in the city of Lansing, Eaton and Ingham Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc.</b>	<b>\$ 341,271.53</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 346,017.20	Same	2
Causie Contracting, Inc.	\$ 359,051.45	Same	3
Florence Cement Company	\$ 381,863.41	Same	4
Kelcris Corporation	\$ 387,446.08	Same	5
Snowden, Inc.	\$ 469,893.75	Same	6
American Pavement Solutions, Inc.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60769

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48915.

191. LETTING OF JULY 06, 2007  
 PROPOSAL 0707107  
 PROJECT M 08011-M50767  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - 20 working days

ENG. EST.  
 \$ 36,810.98

LOW BID  
 \$ 31,483.20

% OVER/UNDER EST.  
 -14.47 %

0.04 mi of drainage improvements on M-43 at Sheffield Road,  
 Barry County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Langlois & Sons Excavating, Inc.	\$ 31,483.20	Same	1 **
C & D Hughes, Inc.	\$ 34,517.40	Same	2
Weick Bros., Inc.	\$ 34,973.20	Same	3
Hoffman Bros., Inc.	\$ 35,935.31	Same	4
Peters Construction Co.	\$ 35,999.99	Same	5
Nashville Construction Company	\$ 40,848.30	Same	6
Kamminga & Roodvoets, Inc.	\$ 48,691.22	Same	7
Bailey Excavating, Inc.	\$ 49,790.80	Same	8
Cadwell Brothers Construction	\$ 57,187.64	Same	9
Stein Construction Co., Inc.	\$ 65,626.00	\$ 65,376.00	10
Milbocker and Sons, Inc.			

10 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M50767

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49046.

192. LETTING OF JULY 06, 2007  
 PROPOSAL 0707108  
 PROJECT M 39011-M50703-2  
 LOCAL AGRMT.  
 START DATE - AUGUST 06, 2007  
 COMPLETION DATE - AUGUST 29, 2007

ENG. EST.  
 \$ 443,115.52

LOW BID  
 \$ 382,770.82

% OVER/UNDER EST.  
 -13.62 %

4.30 mi of hot mix asphalt shoulder rehabilitation on  
 US-131 south of the St. Joseph/Kalamazoo County line  
 northerly to south of the village of Schoolcraft, St.  
 Joseph and Kalamazoo Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 382,770.82</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 399,312.94	Same	2

2 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M50703

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 49087.

193. LETTING OF JULY 06, 2007  
 PROPOSAL 0707109  
 PROJECT M 63174-M70741-3  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2007

ENG. EST.  
 \$ 297,386.29

LOW BID  
 \$ 398,999.99

% OVER/UNDER EST.  
 34.17 %

1.53 mi of pavement repairs, hot mix asphalt overlay, cold milling hot mix asphalt shoulders and joint repairs at 11 locations on Big Beaver Road, Rochester Road, 12 Mile Road, 11 Mile Road and 9 Mile Road Interchange in the cities of Troy, Madison Heights, Royal Oak and Hazel Park, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 398,999.99</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 417,148.16	Same	2
Barrett Paving Materials, Inc.	\$ 440,994.10	Same	3
Cadillac Asphalt, LLC.	\$ 469,286.10	Same	4
ABC Paving Company			

4 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M70741

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48307.

194. LETTING OF JULY 06, 2007  
 PROPOSAL 0707110  
 PROJECT M 19031-M60766  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.  
 \$ 179,333.44

LOW BID  
 \$ 220,407.13

% OVER/UNDER EST.  
 22.90 %

Culvert replacement under Old US-27 between Northcrest Road and Stoll Road, Clinton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 220,407.13</b>	<b>Same</b>	<b>1 **</b>
E.T. MacKenzie Company	\$ 233,989.40	Same	2
C & D Hughes, Inc.	\$ 236,732.50	Same	3
Davis Construction, Inc.	\$ 241,696.91	Same	4
Cadwell Brothers Construction	\$ 246,004.94	Same	5
Nashville Construction Company	\$ 258,247.36	Same	6
Kamminga & Roodvoets, Inc.			
Rohde Brothers Excavating, Inc.			
Fisher Contracting Company			
Youngstrom Contracting, Inc.			
Anlaan Corporation			
Milbocker and Sons, Inc.			

6 Bidders

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

M60766

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Selection:** Low bid.

**Zip Code:** 48906.

## LOCAL PROJECTS

195.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707002	\$ 276,559.00	<b>\$ 280,391.81</b>
	PROJECT EDD 11555-76480		
	LOCAL AGRMT. 07-5253		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 25 working days		1.39 %

1.50 mi of hot mix asphalt shoulders, gravel shoulders, hot mix asphalt resurfacing, and guardrail on Cleveland Avenue from Glendora Road to Wagner Road, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 280,391.81</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 281,754.35	Same	2

## 2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

76480A

Berrien County	20.00	%
State Restricted Trunkline Funds	80.00	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.  
Selection: Low bid.  
Zip Code: 49119.

196.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707003	\$ 488,601.56	\$ 367,552.29
	PROJECT STL 13555-82841		
	LOCAL AGRMT. 07-5251		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 35 working days		-24.77 %

2.50 mi of machine grading, trenching, hot mix asphalt surfacing and pavement marking on T Drive South from 22 1/2 Mile Road to 20 Mile Road, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 367,552.29</b>	<b>Same</b>	<b>1 **</b>
Concord Excavating & Grading, Inc.	\$ 387,934.77	Same	2
Aggregate Industries-Central Region	\$ 427,921.25	Same	3
Rieth-Riley Construction Co., Inc.	\$ 431,415.79	Same	4
Nashville Construction Company	\$ 441,390.92	Same	5
Mead Bros. Excavating, Inc.	\$ 442,866.20	Same	6
C & D Hughes, Inc.	\$ 454,110.12	Same	7
Robert L. Johnson Construction	\$ 539,702.70	Same	8
Peters Construction Co.			
Bailey Excavating, Inc.			
Northern Construction Services, Co.			
Hoffman Bros., Inc.			
Robert Bailey Contractors, Inc.			

## 8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

82841A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49245.

197. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707004	\$ 379,447.50	\$ 336,467.78
PROJECT BRO 16016-86348		
LOCAL AGRMT. 07-5284		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 31, 2007		-11.33 %

Bridge removal and replacement along with related approach work on Tin Bridge Road at Pigeon River, Cheboygan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 336,467.78</b>	<b>Same</b>	<b>1 **</b>
Mead Bros. Excavating, Inc.	\$ 344,590.00	Same	2
McDowell Construction, L.L.C.	\$ 371,334.08	Same	3
Zenith Tech, Inc.			
L.W. Lamb, Inc.			
Midwest Bridge Company			
Anlaan Corporation			
Snowden, Inc.			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.



**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86348A

Cheboygan County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49799.

198.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707005	\$ 761,265.86	\$ 692,013.31
	PROJECT EDDF 31555-51763, ETC		
	LOCAL AGRMT. 07-5208		% OVER/UNDER EST.
	START DATE - MAY 19, 2008		
	COMPLETION DATE - SEPTEMBER 26, 2008		-9.10 %

3.45 mi of aggregate base, culvert replacement, hot mix asphalt crushing, shaping, and paving, sign replacement, and pavement marking on Bootjack Road from Gregory Street to Traprock River Bridge, on Valley Road from Woodbush Road to the Cooper City southerly village limits, on Gay Road and Bootjack Road from Rice Lake to Mud Lake Road, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 692,013.31</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 746,329.75	Same	2
Mathy Construction Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

51763A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

52779A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

72391A

Federal Highway Administration Funds	58.00 %
State Restricted Trunkline Funds	42.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49945.

199. LETTING OF JULY 06, 2007  
 PROPOSAL 0707006  
 PROJECT STL 31072-51704  
 LOCAL AGRMT. 07-5204  
 START DATE - MAY 19, 2008  
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.  
 \$ 253,739.16

LOW BID  
 \$ 236,116.11

% OVER/UNDER EST.  
 -6.95 %

1.37 mi of aggregate base, hot mix asphalt base crushing, shaping and paving, culverts, and pavement markings on Liminga Road from North Superior Road to Holman School Road, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 236,116.11</b>	<b>Same</b>	<b>1 **</b>
Bacco Construction Company	\$ 250,498.80	Same	2
A. Lindberg & Sons, Inc.			
Mathy Construction Company			
Oberstar, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

51704A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49931.

200. LETTING OF JULY 06, 2007  
 PROPOSAL 0707007 \$ ENG. EST. 225,354.26 LOW BID \$ 218,783.62  
 PROJECT STL 31056-83464  
 LOCAL AGRMT. 07-5205 % OVER/UNDER EST.  
 START DATE - MAY 19, 2008  
 COMPLETION DATE - SEPTEMBER 26, 2008 -2.92 %

1.27 mi of aggregate base, hot mix asphalt crushing, shaping, and surfacing, approaches, permanent signs and pavement marking on Misery Bay Road from the Houghton/Ontonagon County line to Jassko Road, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	\$ 218,783.62	Same	1 **
Bacco Construction Company	\$ 235,408.46	Same	2
Mathy Construction Company			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83464A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49965.

201.	LETTING OF JULY 06, 2007 PROPOSAL 0707008 PROJECT STH 41609-80596 LOCAL AGRMT. 07-5275 START DATE - 10 days after award COMPLETION DATE - 196 calendar days	ENG. EST. \$ 164,922.38	LOW BID \$ 144,291.00	% OVER/UNDER EST. -12.51 %
------	--	----------------------------	--------------------------	-------------------------------

0.18 mi of traffic signal upgrades, underground work, sidewalk and parkway restoration, minor pavement restoration, and pavement markings on Michigan Street at Fuller Street and at Lafayette Street, in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strain Electric Company</b>	<b>\$ 144,291.00</b>	<b>Same</b>	<b>1 **</b>
J. Ranck Electric, Inc.	\$ 151,971.74	Same	2
DVT Electric, Inc	\$ 159,889.00	Same	3
Windemuller Electric, Inc.	\$ 187,255.50	Same	4
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
Trans Tech Electric, L.P.			
J R Howell Airport Lighting LLC			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

80596A

Federal Highway Administration Funds	80.00 %
City of Grand Rapids	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Sign upgrade.

**Selection:** Low bid.

**Zip Code:** 49503.

202.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707009	\$ 363,244.25	\$ 397,178.04
	PROJECT STUL 12435-84470		
	LOCAL AGRMT. 07-5271		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2007		9.34 %

1.70 mi of hot mix asphalt cold-in-place recycling, hot mix asphalt surfacing, aggregate shoulders and permanent pavement markings on Jay Street from Garfield Avenue northerly to West Pearl Street and on Race Street from Butters Avenue easterly to Riverside Drive in the city of Coldwater, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 397,178.04	Same	1 **
Aggregate Industries-Central Region	\$ 449,682.00	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

84470A

City of Coldwater	18.15 %
Federal Highway Administration Funds	81.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49036.

203. LETTING OF JULY 06, 2007  
 PROPOSAL 0707010  
 PROJECT STU 25609-78219, ETC  
 LOCAL AGRMT. 07-5290  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 02, 2007

ENG. EST.  
 \$ 488,161.00

LOW BID  
 \$ 412,532.23

% OVER/UNDER EST.  
 -15.49 %

0.34 mi of cold milling hot mix asphalt, hot mix asphalt paving, drainage and earth work, traffic signal work and curb and gutter construction on Lapeer Road at the intersection of Vassar Road in the city of Burton, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction Co.</b>	<b>\$ 412,532.23</b>	<b>Same</b>	<b>1 **</b>
Tri-Valley Landscaping, Inc.	\$ 429,391.99	Same	2
C & D Hughes, Inc.	\$ 447,959.73	Same	3
L.A. Construction Corporation	\$ 450,188.31	Same	4
Champagne and Marx Excavating, Inc.	\$ 459,815.24	Same	5
Rohde Brothers Excavating, Inc.	\$ 483,415.20	Same	6
Cadwell Brothers Construction	\$ 507,018.09	Same	7
Cadillac Asphalt, LLC.	\$ 527,725.85	Same	8
Eastlund Concrete Construction, Inc.			
DiPonio Contracting L.L.C.			
Perrin Construction Co., Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Novak Nurseries, Inc.			
Barrett Paving Materials, Inc.			

#### 8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It is also for the installation of pedestrian countdown signals and/or reconstruction of a portion of highway and/or installation of driver feedback signs and/or traffic signal upgrades on the federal-aid highway system. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.



**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100358A	
City of Burton	18.15 %
Federal Highway Administration Funds	81.85 %
78219A	
City of Burton	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48519.

204.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707011	\$ 1,731,195.00	\$ 1,333,394.15
	PROJECT BRO 77005-40040		
	LOCAL AGRMT. 07-5262		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 18, 2008		-22.98 %

Bridge removal and replacement along with related approach work on Indian Trail over Belle River, St. Clair County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,333,394.15</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 1,509,718.41	Same	2
Posen Construction, Inc.	\$ 1,644,549.83	Same	3
C. A. Hull Co., Inc.	\$ 1,724,971.95	Same	4
Anlaan Corporation	\$ 1,747,185.25	Same	5
E. C. Korneffel Co.	\$ 1,797,708.75	Same	6
Midwest Bridge Company	\$ 1,823,715.85	Same	7
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

40040A

St Clair County	5.01 %
Federal Highway Administration Funds	79.99 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48054.

205. LETTING OF JULY 06, 2007  
 PROPOSAL 0707012  
 PROJECT EDF 17566-88915  
 LOCAL AGRMT. 07-5266  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 27, 2007

ENG. EST.  
 \$ 321,091.41

LOW BID  
 \$ 233,378.19

% OVER/UNDER EST.  
 -27.32 %

0.79 mi of road resurfacing including cold milling, hot mix asphalt paving, storm sewer, concrete curb and gutter, guardrail, pavement markings, and traffic signals on Three Mile Road from Mackinac Trail (H-63) to Ashmun Street (M-129) in the city of Sault Ste. Marie, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 233,378.19	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 255,308.11	Same	2
Bacco Construction Company			
Norris Contracting, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** This project is for creating an all-season road system involving a portion of highway on or off the federal-aid highway system, under local jurisdiction. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

**Benefit** By awarding this project, the state trunkline system is complimented, economic development is enhanced, and seasonal disruptions due to load restrictions are minimized. This improvement will provide increased economic benefit and preserve the quality of life for the people of Michigan.

**Funding Source:**

88915A

City of Sault Ste Marie	20.00 %
State Restricted Trunkline Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded state funding could be utilized elsewhere thereby negating the previously stated benefits. If this project is not awarded the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 49783.

206.	LETTING OF JULY 06, 2007 PROPOSAL 0707013 PROJECT STH 13609-87611 LOCAL AGRMT. 07-5302 START DATE - 10 days after award COMPLETION DATE - 45 working days	ENG. EST. \$ 179,105.38	LOW BID \$ 161,304.27  % OVER/UNDER EST. -9.94 %
------	--	----------------------------	--

0.19 mi of trenching, hot mix asphalt widening, cold milling and resurfacing, concrete curb and gutter, and traffic signal upgrades on 11 Mile Road at Verona Road, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 161,304.27</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 168,557.46	Same	2
C & D Hughes, Inc.	\$ 171,274.64	Same	3
Rieth-Riley Construction Co., Inc.	\$ 186,080.79	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87611A	
Calhoun County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49014.

207.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707014	\$ 437,021.20	\$ 399,339.03
	PROJECT BRT 48003-86402		
	LOCAL AGRMT. 07-5285		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 27, 2007		-8.62 %

Bridge removal and replacement along with related approach work on County Road 414 at Dawson Creek, Luce County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hebert Construction Company</b>	<b>\$ 399,339.03</b>	<b>Same</b>	<b>1 **</b>
Zenith Tech, Inc.	\$ 442,918.61	Same	2
Yalmer Mattila Contracting, Inc.	\$ 494,940.41	Same	3
Bacco Construction Company			
Snowden, Inc.			
McDowell Construction, L.L.C.			
A. Lindberg & Sons, Inc.			

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86402A

Luce County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49868.

208.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707015	\$ 2,233,900.72	\$ 2,023,305.62
	PROJECT EDDF 17555-84397		
	LOCAL AGRMT. 07-5250		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2008		-9.43 %

10.00 mi of clearing, aggregate base, subbase, culvert replacements, hot mix asphalt crushing, shaping, and surfacing and pavement markings on South Tilson Road from H40 to M-28, Chippewa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Norris Contracting, Inc.</b>	<b>\$ 2,023,305.62</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 2,039,720.00	Same	2
D.J. McQuestion & Sons, Inc.	\$ 2,284,550.35	Same	3
Rieth-Riley Construction Co., Inc.	\$ 2,292,961.69	Same	4
Cordes Excavating, Inc.	\$ 2,320,707.18	Same	5
Bacco Construction Company	\$ 2,343,402.96	Same	6
M & M Excavating Co., Inc.	\$ 2,551,780.42	Same	7
L.J. Construction, Inc.	\$ 3,018,024.74	Same	8
A. Lindberg & Sons, Inc.			
Maclean Construction Company			
Oberstar, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

84397A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49780.

209. LETTING OF JULY 06, 2007  
 PROPOSAL 0707016  
 PROJECT BRT 25005-86239  
 LOCAL AGRMT. 07-5272  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 1,148,417.50

LOW BID  
 \$ 1,171,533.45

% OVER/UNDER EST.  
 2.01 %

Bridge removal and replacement along with related approach work on Irish Road at Kearsley Creek, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,171,533.45</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 1,211,617.05	Same	2
Posen Construction, Inc.	\$ 1,315,282.24	Same	3
C. A. Hull Co., Inc.	\$ 1,332,387.50	Same	4
Hardman Construction, Inc.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86239A

Genesee County	5.04 %
Federal Highway Administration Funds	79.97 %
State Restricted Trunkline Funds	14.99 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.



**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48423.

210.	LETTING OF JULY 06, 2007 PROPOSAL 0707017 PROJECT BRT 43005-86354 LOCAL AGRMT. 07-5274 START DATE - 10 days after award COMPLETION DATE - MAY 15, 2008	ENG. EST. \$ 684,101.40	LOW BID \$ 575,841.03	% OVER/UNDER EST. -15.83 %
------	---	----------------------------	--------------------------	-------------------------------

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Bass Lake Road over the Manistee River, Lake County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 575,841.03</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 633,242.95	Same	2
Anlaan Corporation	\$ 674,838.50	Same	3
Jackson Contracting	\$ 676,622.05	Same	4
Milbocker and Sons, Inc.	\$ 688,327.96	Same	5
Quantum Construction Company, Inc.	\$ 699,891.20	Same	6
McDowell Construction , L.L.C.			
S.L. & H. Contractors, Inc.			
Miller Development, Inc.			
Midwest Bridge Company			
Hardman Construction, Inc.			
L.W. Lamb, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86354A

Lake County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49644.

211.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707021	\$ 1,177,023.35	\$ 899,365.10
	PROJECT STUL 28420-87903		
	LOCAL AGRMT. 07-5267		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 28, 2008		-23.59 %

0.96 mi of road reconstruction and widening including concrete curb and gutter, storm sewer improvements, hot mix asphalt paving and pavement markings on South Airport Road from Garfield Road east to Townline Road, Grand Traverse County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Elmer's Crane &amp; Dozer, Inc.</b>	<b>\$ 899,365.10</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 1,196,983.00	Same	2
D.J. McQuestion & Sons, Inc.	\$ 1,225,304.47	Same	3
M & M Excavating Co., Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87903A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49686.

212. LETTING OF JULY 06, 2007  
 PROPOSAL 0707022  
 PROJECT STUL 76421-89573  
 LOCAL AGRMT. 07-5278  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2007

ENG. EST.  
 \$ 142,679.36

LOW BID  
 \$ 128,000.00

% OVER/UNDER EST.  
 -10.29 %

0.43 mi of road resurfacing, minor curb and gutter replacement, concrete sidewalk ramps, hot mix asphalt paving and pavement markings on South Chestnut Street from Stewart Street to Young Street in the city of Owosso, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 128,000.00</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 133,603.36	Same	2
Saginaw Asphalt Paving Company	\$ 133,878.30	Same	3
C & D Hughes, Inc.	\$ 138,101.20	Same	4
Pyramid Paving & Contracting Co.	\$ 161,464.92	Same	5
Barrett Paving Materials, Inc.	\$ 162,758.42	Same	6
Lois Kay Contracting Co.			
Aggregate Industries-Central Region			
Ace Asphalt & Paving Co.			

#### 6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

89573A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.  
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48867.

213. LETTING OF JULY 06, 2007  
 PROPOSAL 0707023  
 PROJECT STUL 11413-46084  
 LOCAL AGRMT. 07-5293  
 START DATE - SEPTEMBER 04, 2007  
 COMPLETION DATE - MAY 09, 2008

ENG. EST.	LOW BID
\$ 753,852.56	\$ 860,654.84
% OVER/UNDER EST.	
	14.17 %

0.26 mi of hot mix asphalt reconstruction, water main, sanitary sewer, storm sewer replacement, and permanent pavement markings on Ship Street from Lake Boulevard to M-63 (Main Street) and on State Street from Ship Street to Water Street in the city of St. Joseph, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kalin Construction Co., Inc.	\$ 860,654.84	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 915,257.74	Same	2
Northern Construction Services, Co.	\$ 1,011,870.72	Same	3
Hoffman Bros., Inc.	\$ 1,059,336.07	Same	4
Peters Construction Co.			
Balkema Excavating, Inc.			

#### 4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

46084A

Federal Highway Administration Funds	51.52 %
State Restricted Trunkline Funds	12.88 %
City of St. Joseph	35.60 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49085.

214. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707024	\$ 1,513,746.09	\$ 1,313,065.83
PROJECT MCS 41024-86290		
LOCAL AGRMT. 07-5263		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 01, 2007		-13.26 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Division Street over Plaster Creek in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,313,065.83</b>	<b>Same</b>	<b>1 **</b>
C. A. Hull Co., Inc.	\$ 1,413,671.37	Same	2
Diversco Construction Company, Inc.	\$ 1,494,269.20	Same	3
Anlaan Corporation	\$ 1,551,507.69	Same	4
Milbocker and Sons, Inc.	\$ 1,806,999.43	Same	5
L.W. Lamb, Inc.			
Hardman Construction, Inc.			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
S.L. & H. Contractors, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86290A

City of Grand Rapids	5.00 %
State Restricted Trunkline Funds	95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49503.

215. LETTING OF JULY 06, 2007  
 PROPOSAL 0707025  
 PROJECT EDDF 33555-59626  
 LOCAL AGRMT. 07-5300  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.  
 \$ 677,908.00

LOW BID  
 \$ 661,000.00

% OVER/UNDER EST.  
 -2.49 %

4.00 mi of road rehabilitation and widening including grading, minor drainage improvements, guardrail replacement, hot mix asphalt paving, pavement markings and slope restoration on Howell Road from Meridian Road to Williamston Road, Ingham County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 661,000.00	Same	1 **
Aggregate Industries-Central Region	\$ 673,084.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 692,688.00	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59626A

Ingham County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.



**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48819.

216.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707027	\$ 1,547,610.50	\$ 1,392,091.58
	PROJECT STUL 70414-75051, ETC		
	LOCAL AGRMT. 07-5277		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 19, 2007		-10.05 %

4.66 mi of hot mix asphalt paving road resurfacing, trenching, aggregate shoulders, intersection widening improvements, concrete curb and gutter, sidewalk ramps, drainage improvements and pavement markings on Lakewood Boulevard from River street to Lakeshore Drive and on Lakewood Boulevard at 152nd Avenue, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Aggregate Industries-Central Region</b>	<b>\$ 1,392,091.58</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 1,456,620.04	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,787,160.23	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on the federal-aid highway system, under the jurisdiction of a local agency. This project is also for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved and enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

75051A

Ottawa County	26.66 %
Federal Highway Administration Funds	73.34 %

87743A

Ottawa County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49424.

217. LETTING OF JULY 06, 2007  
 PROPOSAL 0707029  
 PROJECT STU 70401-90377  
 LOCAL AGRMT. 07-5279  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 927,115.50

LOW BID  
 \$ 748,169.66

% OVER/UNDER EST.  
 -19.30 %

0.97 mi of road resurfacing and widening including base crushing and shaping, storm sewer, concrete curb and gutter, hot mix asphalt paving and pavement markings on Baldwin Street from 20th Street to 28th Avenue, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 748,169.66</b>	<b>Same</b>	<b>1 **</b>
Aggregate Industries-Central Region	\$ 820,768.10	Same	2
Brenner Excavating, Inc.	\$ 822,593.36	Same	3
Milbocker and Sons, Inc.	\$ 831,133.66	Same	4
Kamminga & Roodvoets, Inc.	\$ 849,887.34	Same	5
Bultema Brothers Road Contractors	\$ 853,811.94	Same	6
Nashville Construction Company	\$ 865,671.42	Same	7
Dykema Excavators, Inc.	\$ 877,462.30	Same	8
D.J. McQuestion & Sons, Inc.	\$ 886,665.96	Same	9
Langlois & Sons Excavating, Inc.	\$ 890,632.26	Same	10
C & D Hughes, Inc.	\$ 895,716.68	Same	11
Wadel Stabilization, Inc.	\$ 906,469.16	Same	12
Schippers Excavating, Inc.	\$ 923,563.10	Same	13
Diversco Construction Company Inc.	\$ 934,156.16	Same	14
Weick Bros., Inc.			
Rieth-Riley Construction Co., Inc.			
Nagel Construction, Inc.			

14 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on the federal-aid highway system, under the jurisdiction of a local agency. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

90377A

Ottawa County 18.15 %

Federal Highway Administration Funds 81.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49428.

218.	LETTING OF JULY 06, 2007 PROPOSAL 0707030 PROJECT STE 38082-87292 LOCAL AGRMT. 07-5288 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 12, 2007	ENG. EST. \$ 1,517,161.50	LOW BID \$ 1,248,888.58	% OVER/UNDER EST. -17.68 %
------	--	------------------------------	----------------------------	-------------------------------

10.2 mi of hot mix asphalt, grading, and aggregate base for non-motorized trail, timber bridge railing repair, trailhead construction, wood guard post, and slope restoration on the public easement from Weatherwax Road to Albion Road in the village of Concord, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Mead Bros. Excavating, Inc.</b>	<b>\$ 1,248,888.58</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 1,274,525.95	Same	2
Michigan Paving & Materials Co.	\$ 1,345,002.40	Same	3
Hoffman Bros., Inc.	\$ 1,398,657.26	Same	4
Concord Excavating & Grading, Inc.	\$ 1,407,456.33	Same	5
Cadwell Brothers Construction	\$ 1,446,438.94	Same	6
Bailey Excavating, Inc.	\$ 1,467,137.24	Same	7
Causie Contracting, Inc.	\$ 1,532,099.81	Same	8
Aggregate Industries-Central Region	\$ 1,549,163.15	Same	9
Nashville Construction Company	\$ 1,649,146.38	Same	10
Dunigan Brothers, Inc.			
Rieth-Riley Construction Co., Inc.			
Anlaan Corporation			
Davis Construction, Inc.			
Balkema Excavating, Inc.			
Brady Sand & Gravel, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

**Benefit:** By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21<sup>st</sup> century America.

**Funding Source:**

87292A

Jackson County	51.00 %
Federal Highway Administration Funds	49.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Enhancement.

**Selection:** Low bid.

**Zip Code:** 49204.

219. LETTING OF JULY 06, 2007  
 PROPOSAL 0707031  
 PROJECT BRO 82022-83945  
 LOCAL AGRMT. 07-5264  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 2,371,273.50

LOW BID  
 \$ 1,924,554.88

% OVER/UNDER EST.  
 -18.84 %

Bridge removal and replacement along with related approach work on Antietam Avenue over Dequindre Cut in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 1,924,554.88</b>	<b>Same</b>	<b>1 **</b>
C. A. Hull Co., Inc.	\$ 1,942,167.08	Same	2
E. C. Korneffel Co.	\$ 2,096,247.14	Same	3
Posen Construction, Inc.	\$ 2,146,277.83	Same	4
Peter A. Basile Sons, Inc.			
Angelo Iafrate Construction Company			
Midwest Bridge Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83945A

City of Detroit	5.59 %
Federal Highway Administration Funds	79.51 %
State Restricted Trunkline Funds	14.90 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48207.

220.	LETTING OF JULY 06, 2007 PROPOSAL 0707032 PROJECT EDDF 72555-82687 LOCAL AGRMT. 07-5309 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 30, 2007	ENG. EST. \$ 797,565.50	LOW BID \$ 674,027.98
			% OVER/UNDER EST. -15.49 %

7.83 mi of hot mix asphalt resurfacing and aggregate shoulders on Old 76 from south of Deep Woods Road southeasterly to south of Madison Street, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 674,027.98</b>	<b>Same</b>	<b>1 **</b>
Bolen Asphalt Paving, Inc.	\$ 784,165.40	Same	2
Pyramid Paving & Contracting Co.	\$ 787,789.25	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

82687A

Roscommon County	20.00 %
Federal Highway Administration Funds	62.00 %
State Restricted Economic Development Funds	18.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48653.

221. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707033	\$ 456,865.00	\$ 420,709.40
PROJECT EDDF 24555-86781		
LOCAL AGRMT. 07-5306		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 26, 2007		-7.91 %

1.76 mi of hot mix asphalt resurfacing, aggregate base stabilization, intersection and approach improvements on Middle Road from North Hughston Road easterly to State Road, Emmet County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 420,709.40	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 498,278.50	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.



**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86781A

Federal Highway Administration Funds 80.00 %

State Restricted Economic Development Funds 20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds will have to be returned to the federal government for use in another federal-aid project, possibly not in the state of Michigan.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Selection:** Low bid.

**Zip Code:** 49740.

222.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707034	\$ 403,280.00	\$ 268,231.00
	PROJECT STU 58171-100149		
	LOCAL AGRMT. 07-5301		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 02, 2007		-33.49 %

0.25 mi of pavement removal, concrete pavement construction, and concrete curb and gutter construction on Cooper Street from West Seventh Street to West Front Street in the city of Monroe, Monroe County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Century Cement Company, Inc.</b>	<b>\$ 268,231.00</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 304,382.39	\$ 300,376.41	2
C & D Hughes, Inc.	\$ 308,929.10	Same	3
Kelcris Corporation	\$ 321,351.38	Same	4
Florence Cement Company	\$ 325,601.88	Same	5
Peter A. Basile Sons, Inc.	\$ 336,203.85	Same	6
Causie Contracting, Inc.	\$ 637,454.25	Same	7
Tony Angelo Cement Construction Co.			
L Squared Construction, LLC.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100149A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48161.

223. LETTING OF JULY 06, 2007  
 PROPOSAL 0707035  
 PROJECT STU 82457-100137  
 LOCAL AGRMT. 07-5276  
 START DATE - 10 days after award  
 COMPLETION DATE - 40 working days

ENG. EST.  
 \$ 685,048.50

LOW BID  
 \$ 658,640.02

% OVER/UNDER EST.  
 -3.86 %

1.05 mi of road resurfacing including cold milling, concrete pavement repair, concrete curb cap repair, hot mix asphalt paving, and pavement markings on Outer Drive from Warren Road to Ann Arbor Trail in the city of Dearborn Heights, Wayne County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 658,640.02</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 684,209.67	Same	2
Ajax Paving Industries, Inc.	\$ 696,246.10	Same	3
Barrett Paving Materials, Inc.	\$ 709,582.48	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100137A	
Wayne County	18.15 %
Federal Highway Administration Funds	81.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48127.

224. LETTING OF JULY 06, 2007  
 PROPOSAL 0707036  
 PROJECT BRO 32023-86264  
 LOCAL AGRMT. 07-5269  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 14, 2007

ENG. EST.	LOW BID
\$ 742,687.00	\$ 810,595.25
% OVER/UNDER EST.	
	9.14 %

Bridge removal and replacement along with related approach work on Gettel Road at State Drain, Huron County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>S.L. &amp; H. Contractors, Inc.</b>	<b>\$ 810,595.25</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 846,312.66	Same	2
Posen Construction, Inc.	\$ 866,566.70	Same	3
Anlaan Corporation	\$ 965,666.67	Same	4
McDowell Construction , L.L.C.			
Midwest Bridge Company			
Heystek Contracting Inc.			
C. R. Hunt Construction Company			
Fisher Contracting Company			
J.E. Kloote Contracting, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86264A

Huron County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48759.

225.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707037	\$ 413,669.75	\$ 397,330.71
	PROJECT EDDF 79555-78435		
	LOCAL AGRMT. 07-5308		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2007		-3.95 %

2.48 mi of hot mix asphalt paving, aggregate shoulders, and aggregate base conditioning on Hurds Corner Road from Frankford Road northerly to Deckerville Road, Tuscola County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	<b>\$ 397,330.71</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting Co.	\$ 449,836.90	Same	2
Albrecht Sand & Gravel Co.	\$ 461,056.71	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

78435A

Tuscola County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48723.

226. LETTING OF JULY 06, 2007  
 PROPOSAL 0707038  
 PROJECT STU 58460-86492  
 LOCAL AGRMT. 07-5299  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 30, 2007

ENG. EST.  
 \$ 1,511,733.80

LOW BID  
 \$ 1,278,786.38

% OVER/UNDER EST.  
 -15.41 %

0.90 mi of road reconstruction including earthwork,  
 aggregate base, concrete curb and gutter, hot mix asphalt  
 and drainage improvements on Dunbar Road from South Dixie  
 Highway to LaPlaisance Road, Monroe County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 1,278,786.38</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 1,351,320.41	Same	2
DeAngelis Landscape, Inc.	\$ 1,399,950.00	Same	3
Six-S, Inc.	\$ 1,431,984.43	Same	4
Ajax Paving Industries, Inc.	\$ 1,444,602.78	Same	5
Brady Sand & Gravel, Inc.	\$ 1,447,023.59	Same	6
Bailey Excavating, Inc.	\$ 1,497,941.62	Same	7
Peter A. Basile Sons, Inc.			
Mead Bros. Excavating, Inc.			
Cadillac Asphalt, LLC.			
ABC Paving Company			
Barrett Paving Materials, Inc.			
Pamar Enterprises, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86492A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48161.

227. LETTING OF JULY 06, 2007  
PROPOSAL 0707039  
PROJECT EDDF 16555-59614  
LOCAL AGRMT. 07-5305  
START DATE - 10 days after award  
COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.	LOW BID
\$ 1,544,190.85	\$ 1,356,799.79
	% OVER/UNDER EST.
	-12.14 %

6.44 mi of hot mix asphalt road rehabilitation, base crushing and shaping, aggregate base, drainage, and guardrail on Black River Road from North Allis Highway northerly to Zolner Road, Cheboygan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,356,799.79	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,374,495.77	Same	2
Bolen Asphalt Paving, Inc.	\$ 1,509,455.41	Same	3
Bacco Construction Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.



**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59614A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 49765.

228. LETTING OF JULY 06, 2007  
 PROPOSAL 0707040  
 PROJECT STUL 61407-84370  
 LOCAL AGRMT. 07-5303  
 START DATE - APRIL 15, 2008  
 COMPLETION DATE - JUNE 30, 2008

ENG. EST.  
 \$ 286,136.40

LOW BID  
 \$ 277,174.65

% OVER/UNDER EST.  
 -3.13 %

0.51 mi of road reconstruction including pavement removal, concrete sidewalk and sidewalk ramps, aggregate base, hot mix asphalt paving and pavement markings on McGraft Park Road from Glenside Boulevard to Addison Street in the city of Muskegon, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Sommers Engineering &amp; Construction</b>	<b>\$ 277,174.65</b>	<b>Same</b>	<b>1 **</b>
Brenner Excavating, Inc.	\$ 278,202.70	Same	2
Diversco Construction Company Inc	\$ 279,466.96	Same	3
Kamminga & Roodvoets, Inc.	\$ 289,167.10	Same	4
Dean's Landscaping & Excavating	\$ 291,948.97	Same	5
C & D Hughes, Inc.	\$ 293,744.83	Same	6
Wadel Stabilization, Inc.	\$ 295,064.88	Same	7
McCormick Sand, Inc.	\$ 296,086.68	Same	8
Dan Hoe Excavating, Inc.	\$ 299,918.58	Same	9
Milbocker and Sons, Inc.	\$ 307,777.77	Same	10
Schippers Excavating, Inc.	\$ 309,157.00	Same	11
Hallack Contracting, Inc.	\$ 310,910.16	Same	12
Weick Bros., Inc.	\$ 312,233.32	Same	13
D.J. McQuestion & Sons, Inc.	\$ 312,897.51	Same	14
Nashville Construction Company	\$ 321,009.16	Same	15
Thompson Brothers, Inc.			
Nagel Construction, Inc.			

15 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

84370A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49441.

229.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707041	\$ 155,700.46	\$ 152,795.00
	PROJECT STL 25402-90333, ETC		
	LOCAL AGRMT. 07-5311		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2007		-1.87 %

0.54 mi of hot mix asphalt resurfacing, cold milling and aggregate shoulders on Ray Road from Genesee Street easterly to Elm Street, on Elm Street from Clinton Street northeasterly to Lansing Street, and on Walnut Street from Park Street northeasterly to the village limit of Gaines, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 152,795.00	Same	1 **
C & D Hughes, Inc.	\$ 157,145.04	Same	2
Barrett Paving Materials, Inc.	\$ 169,729.60	Same	3
Ace Asphalt & Paving Co.	\$ 193,110.84	Same	4
Ajax Paving Industries, Inc.			
Cadillac Asphalt, LLC.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing and reconstruction of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

90333A		
	Federal Highway Administration Funds	80.00 %
	Village of Gaines	20.00 %
90339A		
	Federal Highway Administration Funds	80.00 %
	Village of Gaines	20.00 %
90342A		
	Federal Highway Administration Funds	80.00 %
	State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing and reconstruction.

**Selection:** Low bid.

**Zip Code:** 48436.

230. LETTING OF JULY 06, 2007  
 PROPOSAL 0707042  
 PROJECT STUL 73404-83895  
 LOCAL AGRMT. 07-5312  
 START DATE - APRIL 21, 2008  
 COMPLETION DATE - SEPTEMBER 25, 2009

ENG. EST.  
 \$ 5,124,397.50  
 LOW BID  
 \$ 4,997,251.81  
 % OVER/UNDER EST.  
 -2.48 %

1.30 mi of hot mix asphalt roadway reconstruction with  
 watermain and sewer replacement on Woodbridge Street from  
 Brockway Street to Houghton Avenue in the city of Saginaw,  
 Saginaw County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pamar Enterprises, Inc.</b>	<b>\$ 4,997,251.81</b>	<b>Same</b>	<b>1 **</b>
Champagne and Marx Excavating, Inc.	\$ 5,320,479.95	Same	2
Six-S, Inc./C & G Myers Construction	\$ 5,348,943.54	Same	3
Dan's Excavating, Inc.	\$ 5,359,529.56	Same	4
Zito Construction Co.	\$ 5,477,554.31	Same	5
Rohde Brothers Excavating, Inc.	\$ 5,973,482.00	Same	6
Lee Wood Contracting, Inc.	\$ 6,720,205.62	Same	7
DeAngelis Landscape, Inc.			
Saginaw Asphalt Paving Company			
Six-S, Inc.			
Fisher Contracting Company			
M & M Excavating Co., Inc.			

7 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the  
 State of Michigan. Delaying the project would adversely impact employment in  
 the State. This construction project is adding improvements to the existing  
 roadway system, thereby increasing the safety of the roadway, improving  
 access to businesses and to tourists visiting Michigan's communities, and/or  
 improving commerce across the State. Delaying the project will adversely  
 impact these necessary components of Michigan's economy, as well as to the  
 traveling public. Delays to the project would jeopardize federal funds that  
 are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing  
 of a portion of highway on or off the federal-aid highway system, under local  
 jurisdiction. It was selected through a process outlined in the Safe,  
 Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users,  
 by the applicable Metropolitan Planning Organization (urban areas) or Rural  
 Task Force (rural areas), and was approved by MDOT and the Federal Highway  
 Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further  
 preserved providing increased economic value and quality of life for the  
 traveling public.

**Funding Source:**

83895A	
Federal Highway Administration Funds	35.10 %
City of Saginaw	56.12 %
State Restricted Trunkline Funds	8.78 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48601.

231.	LETTING OF JULY 06, 2007 PROPOSAL 0707043 PROJECT STL 77475-100429 LOCAL AGRMT. 07-5318 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 28, 2007	ENG. EST. \$ 414,272.00	LOW BID \$ 374,107.42
			% OVER/UNDER EST. -9.70 %

2.03 mi of hot mix asphalt resurfacing, cold milling, and aggregate shoulders on Wadhams Road from Smiths Creek Road northerly to Dove Road, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 374,107.42</b>	<b>Same</b>	<b>1 **</b>
Ace Asphalt & Paving Co.	\$ 378,731.00	Same	2
Ajax Paving Industries, Inc.	\$ 381,478.06	Same	3
Barrett Paving Materials, Inc.	\$ 413,315.66	Same	4
ABC Paving Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100429A

St Clair County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48074.

232.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707050	\$ 1,107,368.00	\$ 1,088,882.85
	PROJECT HPSL 50475-100053		
	LOCAL AGRMT. 07-5325		% OVER/UNDER EST.
	START DATE - AUGUST 15, 2007		
	COMPLETION DATE - NOVEMBER 14, 2007		-1.67 %

0.64 mi of hot mix asphalt cold milling and resurfacing, concrete base course repair and drainage structure repair and replacement on Ten Mile Road from Harper Avenue to Jefferson Avenue in the city of St. Clair Shores, Macomb County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 1,088,882.85</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 1,092,813.15	Same	2
Cadillac Asphalt, LLC.	\$ 1,136,661.70	Same	3
C & D Hughes, Inc.	\$ 1,137,170.62	Same	4
John Carlo, Inc.	\$ 1,198,999.99	Same	5
Six-S, Inc.	\$ 1,274,876.59	Same	6
Pamar Enterprises, Inc.			
Kelcris Corporation			
Causie Contracting, Inc.			
ABC Paving Company			
Barrett Paving Materials, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100053A

Federal Highway Administration Funds	75.33 %
State Restricted Trunkline Funds	18.83 %
City of St. Clair Shores	5.84 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48081.



233. LETTING OF JULY 06, 2007  
 PROPOSAL 0707052  
 PROJECT ST 63459-83738  
 LOCAL AGRMT. 07-5307  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 15, 2008

ENG. EST.  
 \$ 2,303,037.64

LOW BID  
 \$ 2,236,738.93

% OVER/UNDER EST.  
 -2.88 %

0.76 mi of pavement removal, drainage work, hot mix asphalt paving, concrete curb and gutter, earthwork and traffic signal work on Maple Road at Farmington Road, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 2,236,738.93</b>	<b>Same</b>	<b>1 **</b>
Sunset Excavating, Inc.	\$ 2,320,681.71	Same	2
B & V Construction, Inc.	\$ 2,339,577.38	Same	3
C. A. Hull Co., Inc.	\$ 2,374,660.01	Same	4
C & D Hughes, Inc.	\$ 2,388,487.21	Same	5
John Carlo, Inc.	\$ 2,449,999.99	Same	6
Six-S, Inc.	\$ 2,464,298.44	Same	7
Angelo Iafrate Construction Company	\$ 2,566,186.61	Same	8
Cadillac Asphalt, LLC.	\$ 2,749,687.16	Same	9
DeAngelis Landscape, Inc.			
Peter A. Basile Sons, Inc.			
Pamar Enterprises, Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			
Zito Construction Co.			

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83738A

Oakland County	29.00 %
Federal Highway Administration Funds	71.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48322.

234.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707063	\$ 795,647.75	\$ 687,725.85
	PROJECT EDD 29555-76555		
	LOCAL AGRMT. 07-5322		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 16, 2007		-13.56 %

0.74 mi of hot mix asphalt road reconstruction including pavement removal, earthwork, aggregate base, concrete curb and gutter, and drainage improvements on Pine River Street from Fillmore Road northerly to the Great Lakes Railroad tracks in the city of Ithaca, Gratiot County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Youngstrom Contracting, Inc.</b>	<b>\$ 687,725.85</b>	<b>Same</b>	<b>1 **</b>
CRS/Shaw Contracting Co.	\$ 707,352.36	Same	2
Cadwell Brothers Construction	\$ 724,662.45	Same	3
Crawford Contracting, Inc.	\$ 731,959.19	Same	4
CL Trucking & Excavating, LLC.	\$ 736,465.31	Same	5
Nashville Construction Company	\$ 787,323.89	Same	6
Maclean Construction Company	\$ 807,402.39	Same	7
3-S Construction, Inc.	\$ 848,273.66	Same	8
Fisher Contracting Company	\$ 897,540.92	Same	9
C & D Hughes, Inc.			
Rohde Brothers Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			
Central Asphalt, Inc.			
Wonsey Tree Service, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

76555A

City of Ithaca	20.00 %
State Restricted Economic Development Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded state funding could be utilized elsewhere thereby negating the previously stated benefits. If this project is not awarded the Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), in conjunction with the Michigan Department of Transportation Office of Economic Development, may decide to table the work until a future fiscal year and appropriate federal funds. Subsequently, under this scenario, other jobs could lose precedence on the Transportation Improvement Program.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48847.

235. LETTING OF JULY 06, 2007  
 PROPOSAL 0707064  
 PROJECT EDDF 74555-59168  
 LOCAL AGRMT. 07-5339  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 09, 2007

ENG. EST.  
 \$ 1,077,365.00

LOW BID  
 \$ 1,098,940.88

% OVER/UNDER EST.  
 2.00 %

6.05 mi of hot mix asphalt crushing and shaping, stabilized base, hot mix asphalt resurfacing, aggregate shoulders and permanent pavement markings on Bay City Forestville Road from M-19 easterly to Polk Road, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Albrecht Sand &amp; Gravel Co.</b>	<b>\$ 1,098,940.88</b>	<b>Same</b>	<b>1 **</b>
Saginaw Asphalt Paving Company	\$ 1,165,068.88	Same	2
Pyramid Paving & Contracting Co.	\$ 1,268,311.92	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59168A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48475.

236.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707065	\$ 858,212.50	\$ 825,759.99
	PROJECT STL 01086-77755, ETC		
	LOCAL AGRMT. 07-5321		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 05, 2007		-3.78 %

2.47 mi of hot mix asphalt resurfacing, base crushing and shaping, drainage, and guardrail on Mt. Maria Road from Ann Street northerly to the Hawes Township north line and from 1.01 mi south of the Alcona Township north line northerly to the Alcona Township north line, Alcona County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cordes Excavating, Inc.</b>	\$ 825,759.99	Same	1 **
Katterman Trucking, Inc.	\$ 904,095.13	Same	2
D.J. McQuestion & Sons, Inc.	\$ 939,856.87	Same	3
Lee Wood Contracting, Inc.			
M & M Excavating Co., Inc.			
Bolen Asphalt Paving, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

77755A

Alcona County	41.00 %
Federal Highway Administration Funds	47.00 %
State Restricted Trunkline Funds	12.00 %

82748A

Alcona County	47.00 %
Federal Highway Administration Funds	42.00 %
State Restricted Trunkline Funds	11.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49747.

237. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707066	\$ 645,486.40	\$ 585,857.25
PROJECT STUL 38409-83307		
LOCAL AGRMT. 07-5323		% OVER/UNDER EST.
START DATE - APRIL 15, 2008		
COMPLETION DATE - 75 calendar days		-9.24 %

1.00 mi of hot mix asphalt roadway widening, cold milling and resurfacing existing pavement, and drainage improvement on McCain Road from Robinson Road to Arbor Hills Road, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 585,857.25	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 619,913.01	Same	2
Aggregate Industries-Central Region	\$ 698,623.32	Same	3
Barrett Paving Materials, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

83307A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49201.

238. LETTING OF JULY 06, 2007  
 PROPOSAL 0707067  
 PROJECT STU 25402-84609, ETC  
 LOCAL AGRMT. 07-5316  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 510,207.50

LOW BID  
 \$ 386,716.90

% OVER/UNDER EST.  
 -24.20 %

0.46 mi of concrete pavement repair, curb and gutter replacement and sidewalk upgrades on Horton Avenue from York Avenue to Carpenter Road and on Selby Street from Lorado Avenue to north of Pierson Road in the city of Flint, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 386,716.90</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 402,947.49	Same	2
Florence Cement Company	\$ 410,628.58	Same	3
Kelcris Corporation	\$ 429,317.60	Same	4
Zito Construction Co.	\$ 498,333.00	Same	5
Causie Contracting, Inc.	\$ 645,609.40	Same	6
L Squared Construction, LLC.			
Snowden, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

84609A		
Federal Highway Administration Funds	81.85 %	
City of Flint	18.15 %	
84614A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	



**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48505.

239.	LETTING OF JULY 06, 2007 PROPOSAL 0707068 PROJECT STUL 79481-88353 LOCAL AGRMT. 07-5324 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 15, 2007	ENG. EST. \$ 360,935.00	LOW BID \$ 274,979.59	
				% OVER/UNDER EST.
				-23.81 %

0.40 mi of hot mix asphalt road reconstruction, storm sewer improvements and curb and gutter replacement on Prospect Drive from M-81 to Empire Drive in the village of Caro, Tuscola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>CRS/Shaw Contracting Co.</b>	<b>\$ 274,979.59</b>	<b>Same</b>	<b>1 **</b>
Zito Construction Co.	\$ 284,059.91	Same	2
Rohde Brothers Excavating, Inc.	\$ 292,329.00	Same	3
Lois Kay Contracting Co.	\$ 295,685.69	Same	4
Lee Wood Contracting, Inc.	\$ 322,851.65	Same	5
L.J. Construction, Inc.	\$ 336,867.00	Same	6
Tri-Valley Landscaping, Inc.	\$ 338,109.00	Same	7
Novak Nurseries, Inc.	\$ 348,586.91	Same	8
A. J. Rehms & Son, Inc.	\$ 355,577.60	Same	9
Fisher Contracting Company	\$ 374,664.07	Same	10
Pyramid Paving & Contracting Co.			
Marlette Excavating Company			
Bourdow Trucking Company			
M & M Excavating Co., Inc.			
Saginaw Asphalt Paving Company			
Albrecht Sand & Gravel Co.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

88353A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48723.

240. LETTING OF JULY 06, 2007  
 PROPOSAL 0707069  
 PROJECT STU 41401-100228, ETC  
 LOCAL AGRMT. 07-5310  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2007

ENG. EST.  
 \$ 487,112.98

LOW BID  
 \$ 448,169.57

% OVER/UNDER EST.  
 -7.99 %

1.13 mi of road resurfacing including hot mix asphalt surface removal, concrete curb and gutter, sidewalk ramps, hot mix asphalt paving, pavement markings, and storm sewer improvements on Hall Street from Breton Street to Lake Street, on Wealthy Street from the west city limits to Plymouth Street and on Breton Road from Hall Street to Lake Drive in the city of East Grand Rapids, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 448,169.57	Same	1 **
Aggregate Industries-Central Region	\$ 546,228.04	Same	2
Rieth-Riley Construction Co., Inc.	\$ 548,209.67	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing and reconstruction of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100228A	
City of East Grand Rapids	18.99 %
Federal Highway Administration Funds	81.01 %
100229A	
City of East Grand Rapids	1.10 %
Federal Highway Administration Funds	79.12 %
State Restricted Trunkline Funds	19.78 %
100231A	
City of East Grand Rapids	4.66 %
Federal Highway Administration Funds	76.27 %
State Restricted Trunkline Funds	19.07 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing and reconstruction.

**Selection:** Low bid.

**Zip Code:** 49506.

241. LETTING OF JULY 06, 2007  
 PROPOSAL 0707070  
 PROJECT EDA 25522-100265  
 LOCAL AGRMT. 07-5315  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 15, 2007

ENG. EST.  
 \$ 307,062.00

LOW BID  
 \$ 283,918.50

% OVER/UNDER EST.  
 -7.54 %

0.16 mi of hot mix asphalt road intersection paving, storm sewer and drainage improvement and curb and gutter replacement on Anoka Street south of M-21 and on Monaco Street south of M-21, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction Co.</b>	<b>\$ 283,918.50</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 298,578.40	Same	2
C. A. Hull Co., Inc.	\$ 299,500.34	Same	3
San Marino Excavating, Inc.	\$ 303,730.50	Same	4
Perrin Construction Co., Inc.	\$ 308,414.00	Same	5
Eastlund Concrete Construction, Inc.	\$ 322,751.20	Same	6
Cadillac Asphalt, LLC.	\$ 329,354.80	Same	7
Rohde Brothers Excavating, Inc.	\$ 333,714.30	Same	8
Pyramid Paving & Contracting Co.			
Heystek Contracting Inc.			
Fisher Contracting Company			
Ace Asphalt & Paving Co.			
Barrett Paving Materials, Inc.			
3-S Construction, Inc.			
Lois Kay Contracting Co.			
D.L.F. Trucking, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

**Purpose/Business Case** The project is for improving the network of highway services essential to economic competitiveness. This project was selected by the Office of Economic Development and Enhancement as defined in current legislation.

**Benefit** By awarding this project, the economic development and/or re-development of this particular geographic area is enhanced by helping support private initiatives that create or retain jobs. The improvement further provides for increased economic benefit and preserves the quality of life for the people of Michigan.

**Funding Source:**

100265A	
Genesee County	6.40 %
State Restricted Trunkline Funds	93.60 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the state would potentially lose industry and jobs to another state or territory.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48532.

242.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707071	\$ 430,987.85	\$ 366,432.17
	PROJECT STU 41401-100062		
	LOCAL AGRMT. 07-5314		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2007		-14.98 %

1.10 mi of road resurfacing including cold milling, hot mix asphalt paving, sidewalk ramps, and pavement markings on Kellogg Woods Drive from Division Avenue to 52nd Street and on 52nd Street from Kellogg Woods Drive to Eastern Avenue in the city of Kentwood, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 366,432.17	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 388,459.32	Same	2
Aggregate Industries-Central Region	\$ 420,451.72	Same	3

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100062A

Federal Highway Administration Funds	75.29 %
City of Kentwood	5.89 %
State Restricted Trunkline Funds	18.82 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49518.

243. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707072	\$ 627,529.76	\$ 569,186.44
PROJECT STU 25402-81680		
LOCAL AGRMT. 07-5296		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - NOVEMBER 15, 2007		-9.30 %

0.93 mi of road rehabilitation, base crushing and shaping, hot mix asphalt paving and drainage improvements on Stanley Road from North Saginaw Street to Dort Highway, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ace Asphalt &amp; Paving Co.</b>	<b>\$ 569,186.44</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 605,145.09	Same	2
Pyramid Paving & Contracting Co.	\$ 638,029.64	Same	3
Barrett Paving Materials, Inc.			
Ajax Paving Industries, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

81680A

Genesee County	18.15 %
Federal Highway Administration Funds	81.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48458.



244. LETTING OF JULY 06, 2007  
 PROPOSAL 0707073  
 PROJECT HPSL 63459-100447  
 LOCAL AGRMT. 07-5332  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 31, 2008

ENG. EST.  
 \$ 823,952.63 \$ LOW BID  
 845,542.83  
 % OVER/UNDER EST.  
 2.62 %

0.50 mi of full depth hot mix asphalt reconstruction, earth grading, concrete curb and gutter, storm sewer, permanent signing, and pavement markings on Taft Road from Eight Mile Road northerly to the north city limit of Northville, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 845,542.83</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 849,758.46	Same	2
Florence Cement Company	\$ 885,087.15	Same	3
Fonson, Inc.	\$ 905,484.95	Same	4
Six-S, Inc.	\$ 965,528.34	\$ 930,746.88	5
Angelo Iafrate Construction Company	\$ 958,372.53	Same	6
C. A. Hull Co., Inc.			
ABC Paving Company			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100447A	
Federal Highway Administration Funds	79.92 %
City of Northville	0.10 %
State Restricted Trunkline Funds	19.98 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.  
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48167.

245. LETTING OF JULY 06, 2007  
 PROPOSAL 0707074  
 PROJECT BRT 67005-86357  
 LOCAL AGRMT. 07-5298  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 15, 2008

ENG. EST.	LOW BID
\$ 911,312.65	\$ 824,493.88
	% OVER/UNDER EST.
	-9.53 %

Removal of existing structure, construction of a prestressed concrete box beam bridge and related approach work on Main Street over the Hersey River in the village of Hersey, Osceola County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 824,493.88</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 831,668.18	Same	2
L.W. Lamb, Inc.	\$ 846,149.75	Same	3
Milbocker and Sons, Inc.	\$ 895,677.05	Same	4
Hardman Construction, Inc.	\$ 914,316.70	Same	5
Anlaan Corporation	\$ 917,402.55	Same	6
Miller Development, Inc.			
Jackson Contracting			
Midwest Bridge Company			
Diversco Construction Company Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86357A

Federal Highway Administration Funds	80.00 %
Village of Hersey	5.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49639.

246. LETTING OF JULY 06, 2007  
 PROPOSAL 0707075  
 PROJECT STL 25402-90086  
 LOCAL AGRMT. 07-5335  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.  
 \$ 1,110,900.00

LOW BID  
 \$ 1,068,380.68

% OVER/UNDER EST.  
 -3.83 %

1.91 mi of hot mix asphalt road rehabilitation, shoulder widening, crushing and shaping, earthwork, culverts, guardrail, pavement markings, and slope restoration on Lake Road from Oak Road easterly to the Otter Lake west village limits, Genesee County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	<b>\$ 1,068,380.68</b>	<b>Same</b>	<b>1 **</b>
Zito Construction Co.	\$ 1,147,025.42	Same	2
C & D Hughes, Inc.	\$ 1,155,396.58	Same	3
Cadillac Asphalt, LLC.	\$ 1,258,710.63	Same	4
Pyramid Paving & Contracting Co.			
C. A. Hull Co., Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			
Novak Nurseries, Inc.			
Rohde Brothers Excavating, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

90086A	
Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Rehabilitation.

**Selection:** Low bid.

**Zip Code:** 48463.

247. LETTING OF JULY 06, 2007  
PROPOSAL 0707076  
PROJECT STU 41401-100297  
LOCAL AGRMT. 07-5313  
START DATE - MARCH 17, 2008  
COMPLETION DATE - OCTOBER 16, 2008

ENG. EST.  
\$ 5,934,569.40

LOW BID  
\$ 4,875,130.60

% OVER/UNDER EST.  
-17.85 %

0.32 mi of road reconstruction including concrete curb and gutter, sidewalk, drainage structures, storm and sanitary sewer, watermain, transmission watermain, hot mix asphalt pavement, landscaping and pavement markings on Wealthy Street from Division Avenue to Lafayette Avenue in the city of Grand Rapids, Kent County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Diversco Construction Company Inc</b>	<b>\$ 4,875,130.60</b>	<b>Same</b>	<b>1 **</b>
Kamminga & Roodvoets, Inc.	\$ 4,942,337.19	Same	2
Nagel Construction, Inc.	\$ 5,291,641.80	Same	3
Kentwood Excavating, Inc.	\$ 6,153,485.25	Same	4
Wadel Stabilization, Inc.			
Wyoming Excavators, Inc.			
Milbocker and Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100297A

Federal Highway Administration Funds	39.31 %
City of Grand Rapids	50.87 %
State Restricted Trunkline Funds	9.82 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49503.

248. LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
PROPOSAL 0707077	\$ 362,074.76	\$ 298,703.00
PROJECT STH 41609-87690, ETC		
LOCAL AGRMT. 07-5265		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - OCTOBER 31, 2007		-17.50 %

Traffic signal modernization including new signal installations and sidewalk ramp upgrades on Cascade Road at Thornapple River Drive, on Patterson Avenue at 52nd Street and on Clyde Park Avenue at 68th Street, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Strain Electric Company</b>	<b>\$ 298,703.00</b>	<b>Same</b>	<b>1 **</b>
J R Howell Airport Lighting LLC	\$ 331,097.16	Same	2
J. Ranck Electric, Inc.	\$ 334,927.66	Same	3
DVT Electric, Inc	\$ 350,400.00	Same	4
Metropolitan Power & Lighting, Inc.			
Windemuller Electric, Inc.			
Trans Tech Electric, L.P.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87690A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

87695A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Sign upgrade.

**Selection:** Low bid.

**Zip Code:** 49456.

249. LETTING OF JULY 06, 2007  
 PROPOSAL 0707078  
 PROJECT M 81555-86096, ETC  
 LOCAL AGRMT. 07-5319  
 START DATE - 10 days after award  
 COMPLETION DATE - 90 calendar days

ENG. EST.  
 \$ 1,205,746.10  
 LOW BID  
 \$ 1,121,656.72  
 % OVER/UNDER EST.  
 -6.97 %

0.57 mi of hot mix asphalt road reconstruction including storm and sanitary sewer, water service, modular retaining wall, steel sheet piling, and concrete curb, gutter, and sidewalks on Hibbard Road from M-52 northerly to Dutch Drive, in the village of Manchester, Washtenaw County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Mead Bros. Excavating, Inc.</b>	<b>\$ 1,121,656.72</b>	<b>Same</b>	<b>1 **</b>
Bailey Excavating, Inc.	\$ 1,171,107.30	Same	2
C & D Hughes, Inc.	\$ 1,189,245.81	Same	3
Nashville Construction Company	\$ 1,264,097.64	Same	4
E.T. MacKenzie Company	\$ 1,275,647.41	\$ 1,275,397.41	5
Fonson, Inc.	\$ 1,325,118.35	Same	6
DeAngelis Landscape, Inc.	\$ 1,397,000.00	\$ 1,396,935.00	7
Six-S, Inc.	\$ 1,495,914.18	Same	8
Brady Sand & Gravel, Inc.	\$ 1,559,814.43	Same	9
Slusarski Excavating & Paving, Inc.	\$ 1,621,090.70	\$ 1,620,890.70	10
Peter A. Basile Sons, Inc.			
E. C. Korneffel Co.			
Fisher Contracting Company			
ABC Paving Company			
C. A. Hull Co., Inc.			
Concord Excavating & Grading, Inc.			
Angelo Iafrate Construction Company			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.



**Purpose/Business Case:** This project is for the reconstruction of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It follows MDOT's Road Preservation Program goal to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. It was also selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100147A

State Restricted Trunkline Funds	100	%
----------------------------------	-----	---

86096A

Federal Highway Administration Funds	71.84	%
--------------------------------------	-------	---

Village of Manchester	28.16	%
-----------------------	-------	---

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** Reduced roadway maintenance costs. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48158.

250. LETTING OF JULY 06, 2007  
 PROPOSAL 0707079  
 PROJECT HPSL 52103-100004  
 LOCAL AGRMT. 07-5334  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2008

ENG. EST.  
 \$ 930,916.65

LOW BID  
 \$ 767,226.80

% OVER/UNDER EST.  
 -17.58 %

0.50 mi of road reconstruction, storm sewer, concrete curb and gutter, sidewalk ramps and hot mix asphalt paving on Croix Street from US-41 to Maas Street in the city of Negaunee, Marquette County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Smith Paving, Inc.</b>	<b>\$ 767,226.80</b>	<b>Same</b>	<b>1 **</b>
Associated Constructors, LLC	\$ 867,014.00	Same	2
A. Lindberg & Sons, Inc.	\$ 915,426.00	Same	3
Oberstar, Inc.	\$ 935,161.65	Same	4
Bacco Construction Company	\$ 1,006,437.24	Same	5
Yalmer Mattila Contracting, Inc.			
Payne & Dolan, Inc.			
Barley Trucking & Excavating, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100004A	
Federal Highway Administration Funds	78.79 %
City of Negaunee	1.51 %
State Restricted Trunkline Funds	19.70 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49886.

251.	LETTING OF JULY 06, 2007 PROPOSAL 0707080 PROJECT STH 12609-87610, ETC LOCAL AGRMT. 07-5320 START DATE - 10 days after award COMPLETION DATE - 35 working days	ENG. EST. \$ 485,259.20	LOW BID \$ 346,037.19
			% OVER/UNDER EST. -28.69 %

0.29 mi of hot mix asphalt intersection reconstruction and permanent pavement markings on North Willowbrook Road at State Road and 1.33 mi of cold milling, crushing and shaping, widening, hot mix asphalt resurfacing and permanent pavement markings on North Willowbrook Road from US-12 northerly to State Road in the city of Coldwater, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 346,037.19</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 378,569.44	Same	2
C & D Hughes, Inc.	\$ 431,544.13	Same	3
Nashville Construction Company	\$ 474,417.37	Same	4
Cadwell Brothers Construction	\$ 488,302.43	Same	5
Robert Bailey Contractors, Inc.	\$ 509,906.13	Same	6
Peters Construction Co.			
Concord Excavating & Grading, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system. It is also for the Installation of Pedestrian Countdown Signals and/or reconstruction of a portion of highway and/or Installation of Driver Feedback Signs and/or Traffic Signal Upgrades on the federal-aid highway system, all under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87610A

Branch County	20.00 %
Federal Highway Administration Funds	80.00 %

88361A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 49036.

252. LETTING OF JULY 06, 2007  
 PROPOSAL 0707081  
 PROJECT STU 77475-100537, ETC  
 LOCAL AGRMT. 07-5343  
 START DATE - AUGUST 06, 2007  
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.  
 \$ 901,530.16

LOW BID  
 \$ 816,682.67

% OVER/UNDER EST.  
 -9.41 %

0.95 mi of concrete pavement repair and ADA sidewalk ramp updates on Fred W. Moore Highway from 12th Street to Clinton Avenue, from 6th Street to Riverside Avenue and from Carney Drive to 12th Street in the city of St. Clair, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 816,682.67</b>	<b>Same</b>	<b>1 **</b>
Six-S, Inc.	\$ 885,960.64	Same	2
Kelcris Corporation	\$ 896,890.15	Same	3
Causie Contracting, Inc.	\$ 1,147,364.69	Same	4
L Squared Construction, LLC.			
Snowden, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

100537A		
Federal Highway Administration Funds	79.79 %	
State Restricted Trunkline Funds	19.95 %	
City of St. Clair	0.26 %	
100538A		
Federal Highway Administration Funds	79.90 %	
State Restricted Trunkline Funds	19.97 %	
City of St. Clair	0.13 %	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48079.

253. LETTING OF JULY 06, 2007  
PROPOSAL 0707082  
PROJECT STUL 09408-86681  
LOCAL AGRMT. 07-5342  
START DATE - SEPTEMBER 04, 2007  
COMPLETION DATE - NOVEMBER 05, 2007

ENG. EST.	LOW BID
\$ 1,533,220.00	\$ 1,191,654.86
	% OVER/UNDER EST.
	-22.28 %

1.02 mi of cold milling asphalt pavement, hot mix asphalt paving, concrete pavement repairs, and sanitary sewer work on Woodside Avenue from the Liberty Bridge easterly to Trumbull Street in the city of Bay City, Bay County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pyramid Paving & Contracting Co.	\$ 1,191,654.86	Same	1 **
Lois Kay Contracting Co.	\$ 1,210,028.72	Same	2
Saginaw Asphalt Paving Company	\$ 1,243,284.91	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86681A	
City of Bay City	19.48 %
Federal Highway Administration Funds	64.42 %
State Restricted Trunkline Funds	16.10 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48708.

254.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707083	\$ 586,653.00	\$ 543,785.20
	PROJECT BRO 79012-86286		
	LOCAL AGRMT. 07-5287		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 14, 2007		-7.31 %

Bridge removal and replacement along with related approach work on Van Buren Road at the VCCM & S Drain, Tuscola County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Heystek Contracting Inc.</b>	<b>\$ 543,785.20</b>	<b>Same</b>	<b>1 **</b>
Davis Construction, Inc.	\$ 590,571.93	Same	2
S.L. & H. Contractors, Inc.	\$ 636,835.64	Same	3
McDowell Construction , L.L.C.	\$ 755,779.16	Same	4
Anlaan Corporation	\$ 791,896.63	Same	5
C. R. Hunt Construction Company			
Milbocker and Sons, Inc.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86286A

Tuscola County	11.39 %
Federal Highway Administration Funds	74.62 %
State Restricted Trunkline Funds	13.99 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48733.



255. LETTING OF JULY 06, 2007  
 PROPOSAL 0707084  
 PROJECT EDCF 25544-81678  
 LOCAL AGRMT. 07-5340  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 1,572,396.10    LOW BID  
 \$ 1,375,751.65  
 % OVER/UNDER EST.  
 -12.51 %

0.97 mi of hot mix asphalt base crushing and shaping, widening, curb, gutter, and storm sewer replacements and driveway improvements on Hill Road from Center Road to Genesee Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Tri-Valley Landscaping, Inc.</b>	<b>\$ 1,375,751.65</b>	<b>Same</b>	<b>1 **</b>
C. A. Hull Co., Inc.	\$ 1,399,420.00	Same	2
Zito Construction Co.	\$ 1,429,328.60	Same	3
C & D Hughes, Inc.	\$ 1,452,211.97	Same	4
Boddy Construction Company, Inc.	\$ 1,574,404.23	Same	5
Novak Nurseries, Inc.			
Cadillac Asphalt, LLC.			
Rohde Brothers Excavating, Inc.			
Ace Asphalt & Paving Co.			
Ajax Paving Industries, Inc.			
Fisher Contracting Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

81678A

Genesee County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48507.

256.	LETTING OF JULY 06, 2007 PROPOSAL 0707086 PROJECT STE 11053-88058, ETC LOCAL AGRMT. 07-5351 START DATE - 10 days after award COMPLETION DATE - MAY 30, 2009	ENG. EST. \$ 2,145,716.00	LOW BID \$ 2,159,087.39
			% OVER/UNDER EST.  0.62 %

0.42 mi of hot mix asphalt bike lane construction, street light system upgrades, irrigation system, streetscaping, hot mix asphalt roadway reconstruction, water main improvements, sanitary sewer improvements and minor drainage improvements on Territorial Road from Second Street to Water Street and from Fourth Street to Water Street, on Water Street from I-94BL (Main Street) to Fifth Street, and on Fifth Street from I-94BL (Main Street) to Water Street, in the city of Benton Harbor, Berrien County.

11.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Northern Construction Services, Co.</b>	<b>\$ 2,159,087.39</b>	<b>Same</b>	<b>1 **</b>
Kalin Construction Co., Inc.	\$ 2,181,210.18	Same	2
Hoffman Bros., Inc.	\$ 2,393,530.58	Same	3
Milbocker and Sons, Inc.	\$ 2,673,208.14	Same	4
Peters Construction Co.			
Robert Bailey Contractors, Inc.			
Balkema Excavating, Inc.			
Kamminga & Roodvoets, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the reconstruction or resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration. This project is also for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations.

**Benefit:** By awarding this project, The federal-aid highway system and the intermodal transportation systems are further developed and preserved and provides increased economic value and quality of life for the traveling public. Transportation enhancement projects also foster the growing environmental awareness present in 21<sup>st</sup> century America.

**Funding Source:**

88058A

City of Benton Harbor	20.00 %
Federal Highway Administration Funds	80.00 %

88357A

City of Benton Harbor	23.36 %
Federal Highway Administration Funds	61.31 %
State Restricted Trunkline Funds	15.33 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project; planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Enhancement and reconstruction.

**Selection:** Low bid.

**Zip Code:** 49023.

257. LETTING OF JULY 06, 2007  
 PROPOSAL 0707256  
 PROJECT STUL 21422-84496  
 LOCAL AGRMT. 07-5176  
 START DATE - JULY 09, 2007  
 COMPLETION DATE - OCTOBER 01, 2007

ENG. EST.  
 \$ 429,422.70

LOW BID  
 \$ 403,690.84

% OVER/UNDER EST.  
 -5.99 %

1.21 mi of road reconditioning including pulverizing, shaping, hot mix asphalt paving, and pavement markings on North 30th Street from 3rd Avenue to Danforth Road in the city of Escanaba, Delta County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 403,690.84	Same	1 **
Bacco Construction Company	\$ 431,004.47	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Criticality:** This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

**Purpose/Business Case:** This project is for the resurfacing of a portion of highway on or off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

84496A

City of Escanaba	18.15 %
Federal Highway Administration Funds	81.85 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.  
**Selection:** Low bid.  
**Zip Code:** 49829.

## REAL ESTATE

258.	LETTING OF JULY 06, 2007	ENG. EST.	LOW BID
	PROPOSAL 0707091	\$ 15,644.50	\$ <b>17,468.00</b>
	PROJECT M 70900-85036B02		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 31, 2007		11.66 %

Demolition of improvements on two department-owned parcels located in the city of Ferrysburg and Robinson Township, Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pitsch Wrecking Company</b>	<b>\$ 17,468.00</b>	<b>Same</b>	<b>1 **</b>
Homrich Wrecking, Inc.	\$ 26,714.50	Same	2

## 2 Bidders

**Criticality:** The purpose of this demolition is to remove improvements from the property acquired for highway construction and associated work. The building needs to be demolished to make way for the continued expansion, repair and safety of state trunklines. Demolishing the house eliminates the expense of numerous and costly repairs and ongoing maintenance cost and avoids potential liability from trespassers and potential health risk due to noncompliance with state and local ordinances. Complying with State and local ordinances adds additional time to projects. By demolishing the house and taking care of these issues now when construction later takes place delays will be held to a minimum.

**Purpose/Business Case:** The purpose of this demolition is to remove a house from the highway right of way acquired for Highway US-31 and associated work in Ottawa County. Also, to remove building improvements from property acquired for Wetlands known as "FEMA Parcels - within the Grand River Watershed".

**Benefit:** Demolishing the house eliminates the expense of numerous and costly repairs and avoids potential liability from trespassers and potential health risk due to noncompliance with state and county codes. Complying with State and local ordinances adds additional time and costly and time consuming attendance by staff. By demolishing the house and taking care of these issues now saves many costs and provide safety for the public. Also, demolishing building improvements on "FEMA Parcels" is required as part of the wetland establishment and creation for wetlands in Ottawa County. Adding this property to the MDOT wetlands bank is a considerably increase.

**Funding Source:**

85036B02

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the best estimate of probable demolition costs. The final cost will be based on unit prices bid by the contractor.

**Risk Assessment:** Demolition of these improvements will help the State avoid any potential liability or legal issues involving the public.

**Cost Reduction:** The demolition of the improvements would eliminate the maintenance costs.

**Selection:** Low Bid  
**New Project Identification:** Demolition.  
**Zip Code:** 49417 and 49401.

### **EXTRAS**

259. **Extra 2007 - 97**

Control Section/Job Number: 82051-48539 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: E. C. Korneffel Co.  
2691 Veterans Parkway  
Trenton, MI 48183

Designed By: Parsons Brinckerhoff Michigan, Inc.  
Engineer's Estimate: \$871,660.33

Description of Project:

Superstructure replacement and approach work on US-24, over Silver Creek in the City of Flat Rock, Monroe County.

Administrative Board Approval Date:	December 20, 2005	
Contract Date:	January 19, 2006	
Original Contract Amount:	\$774,880.74	
Total of Overruns/Changes (Approved to Date):	14,411.03	1.86%
Total of Extras/Adjustments (Approved to Date):	89,951.13	+ 11.61%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>675.00</u></b>	<b><u>+ 0.09%</u></b>
<b>Revised Total</b>	<b><u>\$879,917.90</u></b>	<b>+ 13.56%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.47% over the original budget for an **Authorized to Date Amount** of \$879,242.90.

Approval of this extra will place the authorized status of the contract 13.56% or \$105,037.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-138	3 r. 1	\$40,940.00	10/03/06
2006-158	4 r. 1	\$5,730.00	11/07/06
2007-033	6	\$1,050.00	03/06/07
2007-055	7 r. 1	\$675.00	04/03/07

Contract Modification Number(s): 12 r. 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Damaged Type C Lights	45.000 Ea @ \$15.00/Ea	<u>\$675.00</u>
<b>Total</b>		<b><u>\$675.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device on which the light is mounted, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone. These lights are sometimes damaged by passing motorists. The extra, Damaged Type C Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48134.

260. **Extra 2007 - 98**

Control Section/Job Number: 25101-53198 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: C & D Hughes, Inc.  
3097 Lansing Road  
Charlotte, MI 48813

Designed By: MDOT

Engineer's Estimate: \$2,634,497.03

Description of Project:

1.5 miles of pavement reconstruction, joint repair and hot mix asphalt overlay, cold milling, storm sewer improvement and water main replacement on M-57 from the west city limits of Clio to M-54 in the City of Clio, in Vienna Township, Genesee County.

Administrative Board Approval Date:	December 7, 2004	
Contract Date:	January 4, 2005	
Original Contract Amount:	\$2,838,845.18	
Total of Overruns/Changes (Approved to Date):	(380,350.78)	- 13.40%
Total of Extras/Adjustments (Approved to Date):	169,004.79	+ 5.95%
Total of Negative Adjustments (Approved to Date):	(7,333.11)	- 0.26%
<b>THIS REQUEST</b>	<b><u>5,502.38</u></b>	<b>+ <u>0.19%</u></b>
<b>Revised Total</b>	<b><u>\$2,625,668.46</u></b>	<b>- 7.52%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.71% under the original budget for an **Authorized to Date Amount** of \$2,620,166.08.

Approval of this extra will place the authorized status of the contract 7.52% or \$213,176.72 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 13, 16

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

<b>CM 13</b>		
Misc, Concrete Work	1.000 LS @ \$3,502.28/LS	<u>\$3,502.38</u>
<b>Total</b>		<b><u>\$3,502.38</u></b>



<b>CM 16</b>		
Remove Gas Line	200.000 Ft @ \$10.00/Ft	<u>\$2,000.00</u>
<b>Total</b>		<u><b>\$2,000.00</b></u>
<b>Grand Total</b>		<u><b>\$5,502.38</b></u>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 13**

This item involves two issues on the project. The first is that several of the sidewalk ramps on the project broke before the project was complete. It was determined that this was caused by general traffic driving on the ramps as they turned the corner. The engineer determined that the ramps should be thicker in this area, and directed the contractor to remove and replace the ramps. The second item is that in one section of the road the existing curb was found to be too low once paving started. The engineer directed the contractor to extend the height of the curb. The extra cost for Misc, Concrete Work is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

**CM 16**

While placing the proposed storm sewer, there was a conflict with an abandoned gas line that needed to be removed. To keep the contractor on schedule and minimize the disruption to the project, the engineer directed the contractor to remove the line in the areas that it conflicted with the storm sewer, in lieu of waiting for the gas company to remove the line. The extra cost for Remove Gas Line was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 78.37%; City of Clio, 21.63%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48420.

261. **Extra 2007 - 99**

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project has at least one extra that exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: HNTB Michigan, Inc.  
Engineer's Estimate: \$54,369,193.18

**Description of Project:**

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	3,101.88	+ 0.01%
Total of Extras/Adjustments (Approved to Date):	90,404.59	+ 0.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>609,881.30</u></b>	<b><u>+ 1.16%</u></b>
<b>Revised Total</b>	<b><u>\$53,265,625.50</u></b>	<b>+ 1.34%</b>

**Offset Information**

Total Offsets This Request	(\$273,212.80)	- 0.52%
Net Revised Request	\$336,668.50	+ 0.64%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.18% over the original budget for an **Authorized to Date Amount** of \$52,655,744.20.

Approval of this extra will place the authorized status of the contract 1.34% or \$703,387.77 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 5, 7 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 5**

Remove portion of Str. NB M-10

Retaining Wall Overhang, Budget (W.O. #5)

\$314,623.00

Total

**\$314,623.00****CM 7**

Sewer, CI B, 12 inch, Tr Det C

7,000.000 Ft @ \$39.73/Ft

\$278,110.00

Sewer, CI B, 15 inch, Tr Det C

150.000 Ft @ \$45.11/Ft

6,766.50

Sewer, CI B, 18 inch, Tr Det C

220.000 Ft @ \$47.19/Ft

10,381.80

Total

**\$295,258.30****CM 7 Offset Information**

Sewer, CI B, 12 inch, Tr Det B

-7,000.000 Ft @ \$36.77/Ft

(\$257,390.00)

Sewer, CI B, 15 inch, Tr Det B

-150.000 Ft @ \$39.28/Ft

(5,892.00)

Sewer, CI B, 18 inch, Tr Det B

-220.000 Ft @ \$45.14/Ft

(9,930.80)

Total

**(\$273,212.80)****Net Revised CM 7 Request****\$22,045.50****Grand Total****\$609,881.30****Reason(s) for Extra(s)/Adjustment(s):****CM 5**

This budget is being established to pay for the extra work required to remove the overhanging concrete slab. Several areas of M-10 are in a depressed section and also has limited right-of-way, therefore, both sides of the roadway have retaining walls. In some areas, the service roads and ramps are on top of the retaining wall and overhang the retaining wall slightly by about three to four feet. The structural integrity of this overhang has come into question, due to a couple of factors. First some of the reinforcement may have been cut during previous work in the area; second some of the existing reinforcement and concrete is deteriorated indicating that it should be replaced. The engineer reviewed several options to repair the overhang but made a determination that removal of the overhang would be the best option.

The new item is being set up for the removal only of the overhanging slab, which the engineer directed the contractor to complete. The options to replace the overhanging slab are still being reviewed. The extra cost for Remove portion of Str. NB M-10 Retaining Wall Overhand, Budget (W.O. #5) is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

## CM 7

As per agreement with the contractor, changes were directed by the engineer in the placement of the underdrain by changing the trench detail. The subbase underdrains will be placed in all of the cross culvert trenches, which are consistent throughout this project. This will provide a highly effective drainage system during cross culvert installation, resulting in a better grade for construction as well as enhanced long term subgrade drainage. This will also allow existing underdrains to remain in place in most areas. The cost for this enhanced drainage was negotiated with the contractor, and is reasonable based upon average unit price difference between Trench Detail B (plan) and Trench Detail C (proposed). The difference between the two details is due to the underdrain located in trench detail C, which changes the backfill requirements for the trench. The material used for backfill around the underdrain is better suited for drainage. The extra costs for Sewer, CI B, 12 inch, Tr Det C, Sewer, CI B, 15 inch, Tr Det C, and Sewer, CI B, 18 inch, Tr Det C were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index. The extra work is offset by a reduction in the original bid items as shown above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and are now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 18.71%; City of Southfield, 1.07%; City of Detroit, 0.22%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48075.

262. **Extra 2007 - 100**

Control Section/Job Number: 30032-75182 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Hoffman Bros., Inc.  
8574 Verona Road  
Battle Creek, MI 49014

Designed By: MDOT

Engineer's Estimate: \$2,762,956.01

Description of Project:

0.52 miles of hot mix asphalt roadway reconstruction, concrete curb and gutter, storm sewer, watermain, signal upgrade, and reconstruction of railroad crossing on M-99 east of Lewis Street northerly to north of Fayette Street, 0.78 miles of hot mix asphalt, cold milling, and resurfacing, intermittent concrete curb and gutter, and reconstruction of railroad crossing on Hillsdale Street from M-99 north to Barber Drive, and railroad crossing reconstruction and hot mix asphalt paving on M-99 east of Lewis Street and detour route (Lewis Street from M-99 south to Spring Street and Spring Street from Lewis Street east to M-99) in the City of Hillsdale, Hillsdale County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 19, 2005	
Original Contract Amount:	\$2,805,216.76	
Total of Overruns/Changes (Approved to Date):	97,261.08	+ 3.47%
Total of Extras/Adjustments (Approved to Date):	152,545.32	+ 5.44%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>40,568.00</u></b>	<b><u>+ 1.45%</u></b>
<b>Revised Total</b>	<b><u>\$3,095,591.16</u></b>	<b>+ 10.36%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.91% over the original budget for an **Authorized to Date Amount** of \$3,055,023.16.

Approval of this extra will place the authorized status of the contract 10.36% or \$290,374.40 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 - 121	2	\$136,000.00	09/05/06

Contract Modification Number(s): 20

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Watermain Relocate, Special		\$10,286.00
Storm Sewer, Special		18,062.00
Sanitary Utility Conflict	6.000 Ea @ \$690.00/Ea	4,140.00
Masonry and Conc Structure, Rem		
Concrete removal	20.000 Cyd @ \$66.00/Cyd	1,320.00
Water Serv, Long, 2 inch	4.000 Ea @ \$1,690.00/Ea	<u>6,760.00</u>
<b>Total</b>		<b><u>\$40,568.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

An unknown watermain was discovered at Sta. 207+80 while placing the 48-inch storm sewer outlet. The contractor was directed by the engineer to relocate the watermain outside the trench line of the 48-inch storm sewer. The extra cost for Watermain Relocate, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

A storm sewer was placed at station 186+80 left and station 189+90 left behind the curb line, along with structures to achieve positive drainage from areas that had standing water. The extra cost for Storm Sewer, Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

Six sanitary sewer leads were damaged when the watermain was installed. The engineer determined that it was not the fault of the contractor for the damaged sewer leads. The leads were not marked and they were shallower than expected. The contractor was directed by the engineer to repair the sanitary sewer leads. The extra cost for Sanitary Utility Conflict was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

A concrete foundation was found at the northwest corner of Fayette Street and M-99. The contractor was directed by the engineer to remove the foundation so the work could be completed. The extra cost for Masonry and Conc Structure, Rem Concrete removal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index.

The plans indicated that the services were all one inch. Four of the services were found to be two inch services. The contractor was directed by the engineer to place the larger services. The extra cost for Water Serv, Long, 2 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar quantity work in MDOT's Average Unit Price Index. This will be partially offset by a reduction in original items totaling \$4,000 on the final balancing contract modification.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** FHWA, 81.35%; State Restricted Trunkline, 14.88%; City of Hillsdale, 3.77%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 49242.

263. **Extra 2007 - 101**

Control Section/Job Number: 37011-86635 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Maclean Construction Company  
P.O. Box 190  
Ludington, MI 49431

Designed By: MDOT  
Engineer's Estimate: \$1,400,074.77

Description of Project:

0.64 miles of hot mix asphalt construction of a modified boulevard section, new intersection, and drainage improvements on US-127BR, Isabella County. This project includes a 5 year materials and workmanship pavement warranty.

Administrative Board Approval Date:	February 20, 2007	
Contract Date:	March 16, 2007	
Original Contract Amount:	\$1,243,767.49	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>246,344.60</u></b>	<b><u>+ 19.81%</u></b>
<b>Revised Total</b>	<b><u>\$1,490,112.09</u></b>	<b>+ 19.81%</b>

**Offset Information**

Total Offsets This Request	(\$98,496.50)	- 7.92%
Net Revised Request	\$147,848.10	+ 11.89%

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$1,243,767.49.

Approval of this extra will place the authorized status of the contract 19.81% or \$246,344.60 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1 r. 2, 2 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 1**

Embankment, Special CIP	9,000.00 Cyd @ \$8.00/Cyd	\$72,000.00
Sewer, CI II, 30" Special	90.000 Ft @ \$310.00/Ft	27,900.00
Conc Pavt, Misc, Reinf, 7 inch, Modified – Adjustment	184.000 Syd @ \$17.95/Syd	3,302.80
Curb and Gutter, Conc, Det B2 – Adjustment	646.000 Ft @ \$ 0.80/Ft	516.80
Shoulder Gutter, Conc. Det 2 – Adjustment	5.000 Ea @ \$300.00/Ea	1,500.00
Sign, Portable, Changeable, Message, Furn	2.000 Ea @ \$3,412.50/Ea	6,825.00
Sign, Portable, Changeable, Message, Oper	2.000 Ea @ \$472.50/Ea	945.00
<b>Total</b>		<b><u>\$112,989.60</u></b>

**CM 1 Offset Information**

Embankment, CIP	-9,000.000 Cyd @ \$6.00/Cyd	(\$54,000.00)
Sewer, CI II, 30 inch, Tr Det B	-109.250 Ft @ \$58.00/Ft	(\$6,336.50)
Steel Casing Pipe, 42", Jacked in Place	-90.000 Ft @ \$424.00/Ft	<u>(38,160.00)</u>
<b>Total</b>		<b><u>(\$98,496.50)</u></b>

**Net Revised CM 1 Request**

**\$14,493.10**

**CM 2**

Preparation and Assemblage of Equipment		\$10,000.00
Steel Casing, 48", Jacked in Place – Spe	85.000 Ft @ \$780.00/Ft	66,300.00
Railroad Insp. Flagging – Special		5,000.00
Approach, CI II, 6 inch – Special	104.000 Syd @ \$6.00/Syd	624.00
Clearing – Special	0.350 Acre @ \$4,500.00/Acre	1,575.00
Culv End Sect, Conc, 30 inch – Special	1.000 Ea @ \$850.00/Ea	850.00
Culv End Sect, Grate – Special	165.000 Lb @ \$3.00/Lb	495.00
Dr Str, Add Depth, 72 dia, 8' – 15' – Special	3.200 Ft @ \$500.00/Ft	1,600.00
Dr Structure Cover – Special	400.000 Lb @ \$1.50/Lb	600.00
Dr Structure, 72 inch dia – Special	2.000 Ea @ \$3,700.00/Ea	7,400.00
Excavation, Earth – Special	1,010.000 Cyd @ \$3.00/Cyd	3,030.00
Fertilizer, Chemical Nutrient, CI A Special	128.000 Lb @ \$1.00/Lb	128.00
Mulch – Special	2,706.000 Syd @ \$0.20/Syd	541.20
Mulch Anchoring – Special	2,706.000 Syd @ \$0.05/Syd	135.30
Riprap, Plain – Special	30.000 Syd @ \$40.00/Syd	1,200.00
Seeding, Mixture TUF – Special	123.000 Lb @ \$3.50/Lb	430.50
Sewer, CI II, 30 inch, Tr Det B – Special	530.000 Ft @ \$58.00/Ft	30,740.00
Topsoil Surface, Furn, 3 inch – Special	2,706.000 Syd @ \$1.00/Syd	<u>2,706.00</u>
<b>Total</b>		<b><u>\$133,355.00</u></b>

**Grand Total**

**\$246,344.60**



## **Reason(s) for Extra(s)/Adjustment(s):**

### **CM 1**

The type of embankment used on the project was changed to a granular material to help drain the site. The engineer directed the contractor to make the change. The extra cost for Embankment Special, CIP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts in the Mount Pleasant TSC area. This item will be partially offset by a \$54,000 decrease in the original items.

The proposed 30 inch reinforced concrete pipe (RCP) would not fit through the 42 inch steel casing pipe that was set up to be jack and bored under US-127 business route. It was determined that the pipe could be installed without the casing using open cut trenching techniques if traffic could be detoured. To notify traffic of the detour the contractor was directed by the engineer to furnish and operate two message boards. The extra cost for Sewer, Cl II, 30" Special; Sign, Portable, Changeable Message, Furn and Sign, Portable, Changeable Message, Oper was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index and other contracts in the Mount Pleasant TSC area. The new sewer item will be completely offset by a \$44,496.50 decrease in original items.

Prior to the start of the project, one of the prime contractor's selected subcontractors lost their prequalification to work on MDOT projects. Since this happened after the subcontractor had been selected and the project was bid, the prime contractor was entitled to an adjustment in the subcontractors' items. The prime contractor has submitted documentation indicating they could not find another subcontractor to complete the work at the bid prices, and therefore, is entitled to the adjustment. This information has been reviewed by the engineer and they have determined that the prime contractor did put forth a good effort to locate a replacement subcontractor. The extra cost for Conc Pavt, Misc, Reinf, 7 inch, Modified – Adjustment; Curb and Gutter, Conc, Det B2 – Adjustment and Shoulder Gutter, Conc, Det 2 – Adjustment was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

### **CM 2**

All of the items on contract modification 2 are related. When the project was designed and let, it was understood that a county project would tie into the storm sewer system on site to allow for the drainage of the site. Due to issues at the county level the other project could not be completed. Without this county project the site could not be drained. MDOT approached the county and they agreed to pay for the installation of the drain line under MDOT's current contract. The line will be extended from the project along the county road right-of-way and finally outlet just past the railroad tracks approximately 550 feet away. The extra cost for Preparation and Assemblage of Equipment; Steel Casing, 48" Jacked in Place\_Spe; Railroad Insp. Flagging\_Special; Approach, Cl II, 6 inch\_Special; Clearing\_Special; Culv End Sect, Conc, 30 inch\_Special; Culv End Sect, Grate\_Special; Dr Str, Add Depth, 72 dia, 8' – 15'\_Special; Dr Structure Cover\_Special; Dr Structure, 72 inch dia\_Special; Excavation, Earth\_Special; Fertilizer, Chemical Nutrient, Cl A\_Special; Mulch\_Special; Mulch Anchoring\_Special; Riprap, Plain\_Special; Seeding, Mixture TUF\_Special; Sewer, Cl II, 30 inch, Tr Det B\_Special and Topsoil Surface, Furn, 3 inch\_Special was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index. All of the items on contract modification 2 are 100 percent Isabella County Road Commission funded.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48858.

264. **Extra 2007 - 102**

Control Section/Job Number:	39024-86055	MDOT Project
State Administrative Board -	This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Kamminga & Roodvoets, Inc. 3435 Broadmoor Avenue SE Grand Rapids, MI 49512	
Designed By:	Parsons Brinckerhoff Michigan, Inc.	
Engineer's Estimate:	\$72,523,311.30	

Description of Project:

2.61 miles of freeway reconstruction and widening, ramp reconstruction, removal of portions of existing structures, replacing abutments, piers, and superstructures, 3 new bridges, placing slope protection, drainage, soundwalls, maintaining traffic, pavement markings and signing on I-94 from west of US-131 to east of Oakland Drive in the cities of Kalamazoo and Portage, Kalamazoo County. This project includes two 5 year materials and workmanship pavement warranties.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	August 31, 2006	
Original Contract Amount:	\$67,890,986.19	
Total of Overruns/Changes (Approved to Date):	519,307.76	+ 0.76%
Total of Extras/Adjustments (Approved to Date):	314,950.48	+ 0.46%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>121,313.17</u></b>	<b><u>+ 0.18%</u></b>
<b>Revised Total</b>	<b><u>\$68,846,557.60</u></b>	<b>+ 1.40%</b>

**Offset Information**

Total Offsets This Request	(\$242,626.34)	- 0.36%
Net Revised Request	(\$121,313.17)	- 0.18%

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.22% over the original budget for an **Authorized to Date Amount** of \$68,725,244.43.

Approval of this extra will place the authorized status of the contract 1.40% or \$955,571.41 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 12

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

### CM 12

VECP, Drilled Shaft, 42 inch, Contract Payment	<u>\$121,313.17</u>
<b>Total</b>	<b><u>\$121,313.17</u></b>

### CM 12 Offset Information

VECP – Drilled Shaft, 42”, Savings Reduction	(\$242,626.34)
<b>Total</b>	<b>(\$242,626.34)</b>

<b>Net Revised CM 12 Request</b>	<b><u>(\$121,313.17)</u></b>
----------------------------------	------------------------------

### Reason(s) for Extra(s)/Adjustment(s):

A Value Engineering Change Proposal (VECP) was submitted by the contractor. The VECP was submitted per the requirements in the supplemental specification for VECP, as contained in the project proposal. The VECP was submitted with a decrease in contract work of \$243,356.41. The contractor is to receive one-half net savings; therefore, this contract modification will authorize payment to the contractor in the amount of \$121,313.17. The VECP proposed a change in the embedded depth of the posts for the soundwall. The plans indicated that the depth should vary based on the height of the soundwall. The contractor submitted information that with additional reinforcement the depth of the embedment could be left at a constant depth of four feet.

Concurrence was received from the Geotechnical Services Section on the change in the depth of the embedment. The cost for the Value Engineering Change Budget was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and the supplemental specification for VECP. The cost was deemed reasonable as part of a VECP review.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its August 7, 2007 meeting.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 89.82%; State Restricted Trunkline, 8.99%; City of Kalamazoo, 0.03%; Village of Mattawan, 0.20%; City of Portage, 0.96%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49024, 49729.

265. **Extra 2007 - 103**

Control Section/Job Number: 46072-80353 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: J. Slagter & Son Construction Co.  
1326 142nd Avenue  
Wayland, MI 49348

Designed By: HNTB Michigan, Inc.  
Engineer's Estimate: \$333,351.57

Description of Project:

Joint replacement, deep concrete overlay, structural steel cleaning and coating, substructure patching, sidewalk patching, and approach work, on M-52 over South Branch River Raisin in the City of Adrian, Lenawee County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	November 8, 2005	
Original Contract Amount:	\$337,101.19	
Total of Overruns/Changes (Approved to Date):	12,223.52	+ 3.63%
Total of Extras/Adjustments (Approved to Date):	48,215.08	+ 14.30%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>5,126.86</u></b>	<b><u>+ 1.52%</u></b>
<b>Revised Total</b>	<b><u>\$402,666.65</u></b>	<b>+ 19.45%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.93% over the original budget for an **Authorized to Date Amount** of \$397,539.79.

Approval of this extra will place the authorized status of the contract 19.45% or \$65,565.46 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-13	5, 6	\$19,615.08	02/06/07

Contract Modification Number(s): 7 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Full Depth Removal, Budget	<u>\$5,126.86</u>
<b>Total</b>	<b><u>\$5,126.86</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

A budgeted amount was established in contract modification 1 for full depth deck removal and patching that was in excess of the 165 square foot shown in the plans. The contractor was directed to perform the work for the Full Depth Removal, Budget. This will now increase it to the final amount as completed on the project. The extra cost for Full Depth Removal, Budget is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49221.

266. **Extra 2007 - 104**

Control Section/Job Number: 73171-75175 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit and the total amount also exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Interstate Highway Construction  
P.O. Box 4356  
Englewood, CO 80155

Designed By: MDOT  
Engineer's Estimate: \$37,169,137.19

Description of Project:

7.20 miles of concrete overlay, shoulder widening, drainage and safety improvements on I-75, from M-57 north to Birch Run Creek, and widening, overlay and substructure repairs on B03 over Pine Run Creek, in Vienna and Birch Run Townships, Genesee and Saginaw Counties.

Administrative Board Approval Date:	April 6, 2004	
Contract Date:	April 7, 2004	
Original Contract Amount:	\$31,394,459.83	
Total of Overruns/Changes (Approved to Date):	(3,692,037.26)	- 11.76%
Total of Extras/Adjustments (Approved to Date):	2,343,356.99	+ 7.46%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>116,374.36</u></b>	<b><u>+ 0.37%</u></b>
<b>Revised Total</b>	<b><u>\$30,162,153.92</u></b>	<b>- 3.93%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.30% under the original budget for an **Authorized to Date Amount** of \$30,045,779.56.

Approval of this extra will place the authorized status of the contract 3.93% or \$1,232,305.91 under the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005 - 029	12 r. 1	\$187,097.38	03/15/05
2005 - 091	2, 18 r. 3, 19, 25	\$1,638,186.63	08/02/05
2005 - 102	26	\$13,989.24	09/06/05
2005 - 141	28	\$35,800.00	12/06/05
2006 - 001	31 r. 2, 32	\$64,934.66	01/17/06
2006 - 032	33, 35 r. 2	\$138,462.11	03/21/06

Contract Modification Number(s): 36, 46, 54

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 36**

Sign, Type II, Erect, Salv	10.000 Ea @ \$85.00/Ea	\$850.00
Total		<u>\$850.00</u>

**CM 46**

Damaged and Replaced Barricade Lights	104.000 Ea @ \$15.00/Ea	\$1,560.00
Total		<u>\$1,560.00</u>

**CM 54**

Adjustment of Traffic Control Items		\$113,964.36
Total		<u>\$113,964.36</u>

**Grand Total**

**\$116,374.36**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 36**

As part of the maintaining traffic for the project, traffic was shifted onto the shoulders and paved gore area. This put traffic too close to some of the Type II signs. The engineer directed the contractor to remove the signs, salvage them and then put them back up when the project was completed. The item was set up on a previous contract modification and now represents the amount erected to date. The extra cost for Sign, Type II, Erect, Salv was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

**CM 46**

Section 812.04.A.5 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for damaged lights at a maximum rate of \$15 per light. The rate is variable and is reimbursed to the contractor at the cost of the respective traffic control device to which the light is mounted, and does not exceed \$15 per light. The lights on plastic drums are used to control traffic in the work zone, and are sometimes damaged by passing motorists. The extra, Damaged and Replaced Barricade Lights, will reimburse the contractor for damaged lights at the maximum rate of \$15 per light, as the traffic control device unit cost was over \$15. This item was established on a previous contract modification and now represents the amount needed to date.

**CM 54**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had approved extensions of 52 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in the original contract bid items. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Adjustment of Traffic Control Items was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

This Extra is recommended for approval by the State Administrative Board at its August 7, 2007 meeting.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48415.

267. **Extra 2007 - 105**

Control Section/Job Number:	82021-74150	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$2,523,337.16	

Description of Project:

Demolish existing rest area building, construct new 4 restroom building, car/truck parking reconfiguration, lighting, sidewalks, curbs, picnic tables and grills on I-94 westbound near Belleville, Wayne County.

Administrative Board Approval Date:	August 15, 2006	
Contract Date:	September 11, 2006	
Original Contract Amount:	\$2,317,777.16	
Total of Overruns/Changes (Approved to Date):	119,973.46	+ 5.18%
Total of Extras/Adjustments (Approved to Date):	182,205.87	+ 7.86%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>7,791.00</u></b>	<b><u>+ 0.34%</u></b>
<b>Revised Total</b>	<b><u>\$2,627,747.49</u></b>	<b>+ 13.38%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.04% over the original budget for an **Authorized to Date Amount** of \$2,619,956.49.

Approval of this extra will place the authorized status of the contract 13.38% or \$309,970.33 over the **Original Contract Amount**.



Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007 - 026	7 r. 1	\$12,462.28	03/06/07
2007 - 054	6	\$2,785.00	04/03/07
2007 - 087	10	\$22,546.50	6/19/07

Contract Modification Number(s): 11

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

500MCM Cable, Secondary Service	160.000 Ft @ \$19.95/Ft	\$3,192.00
Flag Pole Light Fdn	2.000 Ea @ \$924.00/Ea	1,848.00
Culv End Sect, 24 inch	1.000 Ea @ \$1,050.00/Ea	1,050.00
Lane Tie, Epoxy Anchored	118.000 Ea @ \$7.00/Ea	826.00
Mulch Blanket	500.000 Syd @ \$1.75/Syd	875.00
<b>Total</b>		<b><u>\$7,791.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The service cable is shown on pages 39 and 47 of the plans, but the pay item was inadvertently left off the list of items for the contractor to bid on. Payment for this extra item was verified and approved by a specialist with MDOT Electrical. The engineer directed the contractor to supply and install the wire. The extra cost for 500MCM Cable, Secondary Service was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in other rest area type projects.

The plans and proposal differ on how to pay for the foundation for the flag pole light. One indicates it should be paid for and the other indicates it's included in the payment of the light. The engineer directed the contractor to put in the flag pole light foundations. The extra cost for Flag Pole Light Fdn was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

The culvert end section on a 24 inch culvert was broke. The engineer directed the contractor to replace the end sections to provide for proper drainage. The extra cost for Culv End Sect, 24 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs are high when compared to MDOT's Average Unit Price Index, but given the limited quantity and delivery of the single item the cost was determined to be reasonable.

To connect the new concrete to the old concrete requires the use of lane ties. These were not set up on the contract. The engineer directed the contractor to supply and install the lane ties. The extra cost for Lane Tie, Epoxy Anchored was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

To help control erosion on the slopes, the engineer directed the contractor to install mulch blanket. The extra cost for Mulch Blanket was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs are high when compared to MDOT's Average Unit Price Index, but given the limited quantity the cost was determined to be reasonable.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board at its August 7, 2007 meeting.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 90%; State Restricted Trunkline, 10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48111.

268. **Extra 2007 - 106**

Control Section/Job Number:	82022-45686A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Alfred Benesch & Company	
Engineer's Estimate:	\$55,787,287.39	

Description of Project:

4.20 miles of freeway reconstruction, realignment, interchange reconstruction, concrete pavement, shoulders, and bridge replacements on I-94, Pelham Road to Beech Daly Road, over US-24 and Pelham Road, under Ecorse Road and Norfolk Southern Railroad, and on US-24, Ecorse Road to Van Born Road, in the cities of Taylor, Dearborn Heights and Allen Park, Wayne County.

Administrative Board Approval Date:	March 2, 2004	
Contract Date:	March 29, 2004	
Original Contract Amount:	\$56,869,331.33	
Total of Overruns/Changes (Approved to Date):	(741,381.91)	- 1.30%
Total of Extras/Adjustments (Approved to Date):	10,845,375.71	+ 19.07%
Total of Negative Adjustments (Approved to Date):	(357,166.54)	- 0.63%
<b>THIS REQUEST</b>	<b><u>17,645.60</u></b>	<b><u>+ 0.03%</u></b>
<b>Revised Total</b>	<b><u>\$66,633,804.19</u></b>	<b>+ 17.17%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 17.14% over the original budget for an **Authorized to Date Amount** of \$66,616,158.59.

Approval of this extra will place the authorized status of the contract 17.17% or \$9,764,472.86 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004 - 069	5 r. 13, 15 r. 5, 16 r. 15, 17 r. 2, 18, 19, 21	\$6,423,193.19	10/05/04
2005 - 018	23 r. 7, 24 r. 29	\$244,098.50	02/01/05
2005 - 039	28 r. 9, 29 r. 6, 31 r. 11, 32 r. 4, 33 r. 7	\$669,703.84	04/05/05
2005 - 064	36	\$862,094.22	06/07/05
2005 - 103	39 r. 3, 41	\$740,342.70	09/06/05
2005 - 142	44	\$597,587.26	12/06/05
2006 - 056	45 r. 1, 46, 48, 49	\$1,299,466.57	05/02/06

Contract Modification Number(s): 53 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Remove Curb or Curb & Gutter	2,520.800 Ft @ \$7.00/Ft	<u>\$17,645.60</u>
<b>Total</b>		<b><u>\$17,645.60</u></b>

### Reason(s) for Extra(s)/Adjustment(s):

The staging plans depicted the placement of a temporary asphalt widening area to be constructed along the outside lanes of US-24. The existing curb and gutter in this area conflicted with the proposed work. The curb and gutter was removed to allow the placement of the temporary asphalt widening. This work was accidentally omitted from the project staging plans, and was originally set up on contract modification 41; this represents the amount removed to date. The extra cost for Remove Curb or Curb & Gutter was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and providing budgetary savings as well as protecting the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 90%; State Restricted Trunkline, 8.92%, City of Allen Park, 0.01%; City of Taylor, 1.07%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48101, 48125, 48180.

269. **Extra 2007 - 107**

Control Section/Job Number:	82023-51493-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	MDOT	
Engineer's Estimate:	\$13,858,709.31	

Description of Project:

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, three beam retrofit, and pedestrian fence on S24 southbound M- 10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	June 3, 2004	
Original Contract Amount:	\$15,984,112.54	
Total of Overruns/Changes (Approved to Date):	1,059,667.14	+ 6.63%
Total of Extras/Adjustments (Approved to Date):	2,684,867.98	+ 16.80%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>39,928.94</u></b>	<b><u>+ 0.25%</u></b>
<b>Revised Total</b>	<b><u>\$19,768,576.60</u></b>	<b>23.68%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 23.43% over the original budget for an **Authorized to Date Amount** of \$19,728,647.66.

Approval of this extra will place the authorized status of the contract 23.68% or \$3,784,464.06 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005 - 027	15 r. 2	\$400,000.00	03/01/05
2005 - 056	19 r. 4, 21, 22	\$133,511.99	05/03/05
2005 - 058	18	\$6,196.68	06/07/05
2005 - 069	23 r. 1, 26 r. 2, 28	\$76,969.97	06/21/05
2005 - 130	32 r. 1	\$192,011.53	11/01/05
2006 - 005	27 r. 1	\$265,051.44	02/07/06
2006 - 066	30, 36 r. 2, 38 r. 1	\$996,188.11	06/06/06
2006 - 081	39	\$28,475.95	07/05/06
2006 - 130	43	\$23,049.80	09/05/06
2007 - 061	48	\$14,478.00	05/01/07

Contract Modification Number(s): 51

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Minor Traffic Devices: Adjustment Within Authorized Extension of Time	\$29,819.28
Flag Control: Adjustment Within Authorized Extension of Time	119.28
Temporary Conc Barrier Operated Adjustment	5,827.72
Temporary Conc Barrier Furnished Adjustment	4,162.66
<b>Total</b>	<b><u>\$39,928.94</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 198 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and each of these items were included in original bid items. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Minor Traffic Devices: Adjustment Within Authorized Extension of Time; Flag Control: Adjustment Within Authorized Extension of Time; Temporary Conc Barrier Operated Adjustment and Temporary Conc Barrier Furnished Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 18.17%, City of Detroit, 1.83%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48201, 48202, 48208.

270. **Extra 2007 - 108**

Control Section/Job Number: 82102-84757 MDOT Project

State Administrative Board - This project is under \$800,000 and the extra exceeds the \$48,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Highway Service Co., Inc.  
26401 Hall Road  
Woodhaven, MI 48183

Designed By: Bergmann Associates, Inc.  
Engineer's Estimate: \$520,008.60

Description of Project:

Permanent signing and maintaining work for M-14 mainline (including Beck Road and Sheldon Road Interchanges ) from Washtenaw/Wayne County line to Haggerty Road, Wayne County.

Administrative Board Approval Date:	March 21, 2006	
Contract Date:	April 7, 2006	
Original Contract Amount:	\$525,241.71	
Total of Overruns/Changes (Approved to Date):	(120,765.00)	- 22.99%
Total of Extras/Adjustments (Approved to Date):	175,850.00	+ 33.48%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>20,961.00</u></b>	<b><u>+ 3.99%</u></b>
<b>Revised Total</b>	<b><u>\$601,287.71</u></b>	<b>+ 14.48%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.49% over the original budget for an **Authorized to Date Amount** of \$580,326.71.

Approval of this extra will place the authorized status of the contract 14.48% or \$76,046. over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 - 140	1	\$175,850.00	10/03/06

Contract Modification Number(s): 2

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Fdn, Cantilever Sign Structure, Type E, 48" Dia, Cased	24.660 Ft @ \$850.00/Ft	\$20,961.00
<b>Total</b>		<b><u>\$20,961.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Due to saturated soils, some of the uncased foundations warranted casings for support to prevent lateral shifting or overturning. The engineer directed the contractor to provide the casing. This item was originally set up on contract modification 1 and now represents the amount placed to date. The extra cost for Fnd, Cantilever Sign Structure, Type E, 48 inch Dia, Cased was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index. This contract modification also has an offset in the extra item for the uncased foundation totaling \$12,000.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** State Restricted Trunkline, 100%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48170.

271. **Extra 2007 - 109**

Control Section/Job Number: 82112-45681 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Posen Construction, Inc.  
50500 Design Lane  
Shelby Twp., MI 48315

Designed By: HNTB Michigan, Inc.  
Engineer's Estimate: \$48,990,203.83

Description of Project:

11.47 miles of freeway rehabilitation, ramp rehabilitation and realignment, bridge rehabilitation and replacement, retaining wall rehabilitation, lighting, signing and pavement markings on M-10 from Jefferson Avenue to Greenfield Road in the City of Detroit, Wayne County. This project includes a 2 year bridge painting warranty.

Administrative Board Approval Date:	December 19, 2006	
Contract Date:	January 10, 2007	
Original Contract Amount:	\$55,252,480.74	
Total of Overruns/Changes (Approved to Date):	1,767,870.53	+ 3.20%
Total of Extras/Adjustments (Approved to Date):	147,039.77	+ 0.27%
Total of Negative Adjustments (Approved to Date):	(81,858.50)	- 0.15%
<b>THIS REQUEST</b>	<b><u>196,860.00</u></b>	<b><u>+ 0.36%</u></b>
<b>Revised Total</b>	<b><u>\$57,282,392.54</u></b>	<b>+ 3.68%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 3.32% over the original budget for an **Authorized to Date Amount** of \$57,085,532.54.

Approval of this extra will place the authorized status of the contract 3.68% or \$2,029,911.80 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 13

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Security Service	3,000.000 Hr @ \$65.62/Hr.	<u>\$196,860.00</u>
<b>Total</b>		<b><u>\$196,860.00</u></b>



**Reason(s) for Extra(s)/Adjustment(s):**

MDOT directed the contractor to provide security service for this project, to mitigate attacks on the traveling public and the project personnel and to decrease vandalism. Objects have been thrown from bridges damaging public, contractor, and MDOT vehicles. The extra cost for Security Service was negotiated in accordance with Section 103.04 of the 2003 Standard Specifications for Construction. It is based on the invoiced cost of having a specialty subcontractor perform this work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 18.93%; City of Detroit, 1.07%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48202, 48206, 48216, 48221, 48235, 48238.

272. **Extra 2007 - 110**

Control Section/Job Number:	82121-47069A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Ajax Paving Industries, Inc. P O Box 7058 Troy, MI 48007	
Designed By:	MDOT	
Engineer's Estimate:	\$5,789,356.96	

Description of Project:

3.1 miles of hot mix asphalt cold milling and resurfacing, detail joint repairs, pavement repairs, curb and sidewalk replacements, and two bridge replacements (B01 eastbound and B02 westbound) on M-5 from Marene Street to M-102 over the Rouge River in the cities of Detroit and Livonia in Redford Township, Wayne County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 20, 2003	
Original Contract Amount:	\$6,195,691.81	
Total of Overruns/Changes (Approved to Date):	(321,777.18)	- 5.19%
Total of Extras/Adjustments (Approved to Date):	1,705,264.05	+ 27.52%
Total of Negative Adjustments (Approved to Date):	(7,761.21)	- 0.13%
<b>THIS REQUEST</b>	<b><u>16,894.80</u></b>	<b><u>+ 0.27%</u></b>
<b>Revised Total</b>	<b><u>\$7,588,312.27</u></b>	<b>+ 22.47%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.20% over the original budget for an **Authorized to Date Amount** of \$7,571,417.47.

Approval of this extra will place the authorized status of the contract 22.47% or \$1,392,620.46 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004 - 004	10 r. 4	\$162,225.00	03/02/04
2004 - 064	22 r. 4, 23 r. 1, 24 r. 2, 25 r. 1, 26 r. 3, 27 r. 2, 28 r. 2, 31 r. 2	\$562,303.65	10/05/04
2005 - 026	30 r. 1, 33 r. 1, 36 r. 4, 37 r. 6	\$128,376.95	03/01/05
2005 - 046	38 r. 2, 39 r. 3, 40 r. 2, 41 r. 1, 42 r. 1, 43 r. 1	\$1,015,922.09	04/05/05
2005 - 124	44 r. 1, 52	\$32,276.31	11/01/05
2005 - 144	55, 60	\$164,167.26	12/06/05
2006 - 095	64, 70, 71, 72	\$60,647.50	07/05/06
2006 - 120	78, 80, 83	\$72,466.85	09/05/06
2007 - 009	90	\$11,649.38	02/06/07

Contract Modification Number(s): 82 r. 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

HMA Scratch Coat	240.000 Ton @ \$65.67/Ton	\$15,760.80
Underdrain Outlet, 6 inch	90.000 Ft @ \$12.60/Ft	<u>1,134.00</u>
<b>Total</b>		<b><u>\$16,894.80</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Prior to placing the hot mix asphalt (HMA) final lift, some of the areas of the project had to be leveled. The contractor was directed by the engineer to place a scratch coat of HMA to be sure the sub base HMA was smooth and level prior to placing the final lift. This item was set up on a previous contract modification and is now being increased to match the amount placed to date. The extra cost for HMA Scratch Coat was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to stage construction on the project some of the outlets for the new drainage structures could not be installed until the second stage. To provide for an outlet, the engineer directed the contractor to place six inch underdrain outlets in some of the structures. This item was set up on a previous contract modification and is now being increased to match the amount placed to date. The extra cost for Underdrain Outlet, 6 inch was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Interim Standard Specifications for Highway Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.79%; City of Detroit, 2.36%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48219.

273. **Extra 2007 - 111**

Control Section/Job Number:	82122-45705A	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	Wade Trim Associates, Inc.	
Engineer's Estimate:	\$58,798,591.39	

**Description of Project:**

4.94 miles of road reconstruction on I-96, US-24 (2 locations), and on Old US-24, and superstructure replacements, deck replacements, and bridge rehabilitations on 20 bridges on I-96 at various locations in the City of Detroit, Redford Township, Wayne County.

Administrative Board Approval Date:	October 7, 2003	
Contract Date:	October 8, 2003	
Original Contract Amount:	\$59,580,090.85	
Total of Overruns/Changes (Approved to Date):	2,464,828.90	+ 4.14%
Total of Extras/Adjustments (Approved to Date):	5,779,949.64	+ 9.70%
Total of Negative Adjustments (Approved to Date):	(208,621.05)	- 0.35%
<b>THIS REQUEST</b>	<b><u>24,839.68</u></b>	<b>+ 0.04%</b>
<b>Revised Total</b>	<b><u>\$67,641,088.02</u></b>	<b>+ 13.53%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 13.49% over the original budget for an **Authorized to Date Amount** of \$67,616,248.34.

Approval of this extra will place the authorized status of the contract 13.53% or \$8,060,997.17 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2004 - 055	11 r. 1, 12 r. 1, 17 r. 3	\$458,943.85	08/03/04
2004 - 090	42 r. 2, 56 r. 4	\$1,828,241.86	12/07/04
2005 - 028	55 r. 2, 57 r. 1, 60 r. 1, 63, 65, 66, 67, 72 r. 1, 74	\$1,921,668.55	03/01/05
2005 - 034	73 r. 2, 77, 78	\$31,194.08	04/05/05
2005 - 048	80	\$10,000.00	04/19/05
2005 - 086	75, 79, 87, 88 r. 1	\$82,393.90	08/02/05
2005 - 125	52 r. 1, 93, 96, 97, 102	\$61,218.03	11/01/05
2005 - 145	100	\$11,579.81	12/06/05
2006 - 015	58 r. 1, 105, 106	\$499,246.46	02/07/06
2006 - 023	104 r. 1, 109	\$137,364.31	03/07/06
2006 - 061	111	\$4,107.60	05/16/06
2006 - 089	110, 112, 115	\$215,799.06	07/05/06
2006 - 164	142	\$2,267.20	11/07/06
2007 - 057	145, 146, 148	\$94,446.23	04/03/07
2007 - 091	151, 152	\$48,098.22	07/03/07

Contract Modification Number(s): 150 r. 1, 155 r. 1

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 150**

Force Account: Parapet Wall Removal (S19-5)  
Total

\$5,561.68  
**\$5,561.68**

**CM 155**

MITS Conduit Hanger  
Total

\$19,278.00  
**\$19,278.00**

**Grand Total**

**\$24,839.68**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 150**

The existing parapet wall at the northeast corner of the S19-5 structure was damaged before construction activities started. The engineer directed the contractor to repair this area. The extra cost for Force Account: Parapet Wall Removal (S19-5) is based on force account records per Section 109.07 of the 2003 Interim Standard Specifications for Construction.

**CM 155**

The contractor was directed by the engineer to change the location of the Michigan Intelligent Transportation System (MITS) conduit in the B02 structure. This item compensates the contractor for the labor, equipment, and materials to install the hangers. The extra cost for MITS Conduit Hanger was negotiated per Section 103.04 of the 2003 Interim Standard Specifications for Construction, and is reasonable when reviewing the labor, materials and equipment necessary to complete the work.

Section 103.04 – EXTRA WORK – of the Interim 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are now recommended for approval by the State Administrative Board at its August 7, 2007 meeting.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public, as well as producing budgetary savings.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 87.37%; State Restricted Trunkline, 11.69%; City of Detroit, 0.94%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48223.

274. **Extra 2007 - 112**

Control Section/Job Number:	82123-52803	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Dan's Excavating, Inc. 12955 23 Mile Road Shelby Twp., MI 48315	
Designed By:	MDOT	
Engineer's Estimate:	\$87,017,186.71	
Description of Project:		
7.04 miles of pavement reconstruction, cold milling and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the City of Detroit, Wayne County.		
Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(4,690,044.17)	- 5.82%
Total of Extras/Adjustments (Approved to Date):	6,040,628.55	+ 7.50%
Total of Negative Adjustments (Approved to Date):	(31,767.50)	- 0.04%
<b>THIS REQUEST</b>	<b><u>15,677.76</u></b>	<b><u>+ 0.02%</u></b>
<b>Revised Total</b>	<b>\$81,860,582.72</b>	<b>+ 1.66%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.64% over the original budget for an **Authorized to Date Amount** of \$81,844,904.96.

Approval of this extra will place the authorized status of the contract 1.66% or \$1,334,494.64 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005 - 073	1 r. 1	\$380,033.85	07/05/05
2005 - 087	10	\$178,928.00	08/02/05
2005 - 097	11 r. 1, 12	\$336,851.70	09/06/05
2005 - 098	6 r. 3, 9	\$1,014,054.30	09/06/05
2005 - 126	16 r. 1	\$455,972.00	11/01/05
2005 - 148	34 r. 3	\$629,562.35	12/06/05
2006 - 025	46 r. 1	\$305,457.15	03/07/06
2006 - 034	50 r. 1	\$189,280.00	03/21/06
2006 - 060	63 r. 1	\$474,626.25	06/06/06
2006 - 079	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006 - 096	80	\$122,942.53	07/05/06
2006 - 135	86 r. 2, 92	\$227,022.64	09/19/06
2006 - 153	93 r. 2, 95, 98, 101	\$62,961.60	11/07/06
2006 - 172	102 r. 1, 103	\$118,656.76	12/19/06
2007 - 034	100 r. 4, 108 r. 1	\$627,185.75	03/06/07
2007 - 041	107	\$103,501.93	03/20/07
2007 - 084	111	\$37,303.14	06/05/07
2007 - 089	113	\$4,800.00	06/19/07

Contract Modification Number(s): 114

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Freeway Lighting Damage	<u>\$15,677.76</u>
<b>Total</b>	<b><u>\$15,677.76</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

Nine light standards were knocked down by vehicular traffic during staged construction along I-96. MDOT directed the contractor to procure nine light standards, arms, luminaires and frangible bases from MDOT's salvage inventory; transport this material to the job site; and install these light standards at knock down locations. There are no police reports concerning these knock down incidents. Records of fixed object crashes on the project were reviewed by Metro Region Traffic and Safety, and none were found that mentioned light poles. The extra cost for Freeway Lighting Damage is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

This Extra is now recommended for approval by the State Administrative Board at its August 7, 2007 meeting.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48204, 48223, 48227, 48238.

275. **Extra 2007- 113**

Control Section/Job Number:	82124-60077	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	HNTB Michigan Inc.	
Engineer's Estimate:	\$16,032, 653.84	

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	517,293.54	+ 3.08%
Total of Extras/Adjustments (Approved to Date):	1,174,760.63	+ 6.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>77,131.99</u></b>	<b><u>+ 0.46%</u></b>
<b>Revised Total</b>	<b><u>\$18,567,146.07</u></b>	<b>+ 10.53%</b>



**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.07% over the original budget for an **Authorized to Date Amount** of \$18,490,014.08.

Approval of this extra will place the authorized status of the contract 10.53% or \$1,769,186.16 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006 - 071	25	\$557,070.00	06/06/06
2006 - 155	35 r. 3	\$154,952.08	11/07/06
2007 - 028	36, 38	\$29,958.60	03/06/07
2007 - 049	42	\$57,750.00	04/17/07
2007 - 080	45	\$12,000.00	06/05/07

Contract Modification Number(s): 44 r. 1, 46, 48

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 44**

Temporary Ballast Stop Plate on Walls X02 Bridge	\$2,261.93
Pump Water Between Abut A & B @ X02	5,418.64
Chapel Steel Yard Rental 7.000 Mo @ \$400.00/Mo	2,800.00
Total	<b><u>\$10,480.57</u></b>

**CM 46**

S24 Traffic Control Delay Cost	\$2,481.99
Total	<b><u>\$2,481.99</u></b>

**CM 48**

Maintaining Concrete Batch Plant	\$49,836.84
Idle Equipment Armond Cassil	14,332.59
Total	<b><u>\$64,169.43</u></b>

**Grand Total****\$77,131.99****Reason(s) for Extra(s)/Adjustment(s):****CM 44**

The project plans had the temporary railroad ballast stop plates for X02 extending to the abutments during phase 1 construction. The engineer directed the contractor to extend them out further to prevent the railroad ballast from undermining and posing a hazard to railroad traffic. The extra cost for Temporary Ballast Stop Plate on Walls X02 Bridge is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

To prevent damage to the west service drive and the X02 abutments, and to maintain access to the site, the engineer directed the contractor to pump the water out of these areas. The drainage for these areas is not set to be completed until after phase I. The extra cost for Pump Water Between Abut A & B @ X02 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Several contract time extensions have been approved for this project, extending it well beyond the original completion date. These delays are not the fault of the contractor, and have resulted in significant impacts to staging of work and the delivery of materials. The steel H piles for the retaining wall and bridge foundations were ordered and delivered in accordance with the initial critical path work schedule. Due to the limited storage space available on the project site, the contractor established an agreement with an adjacent property owner (Chapel Steel Company) to temporarily store a portion of these foundation piles on a portion of their parking lot. The engineer and contractor reviewed several alternatives for storing the material, and this turned out to be the least expensive and in a good location. The extra cost for Chapel Steel Yard Rental was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when reviewing the options available for the storage of the materials.

#### **CM 46**

Due to seasonal limitations, S24 bridge painting operations were suspended until the spring of 2006. Temporary traffic control devices were removed from eastbound I-96 during the seasonal suspension and later returned once painting operations could begin. The delay was not attributed to the contractor, so the engineer directed the contractor to remove the traffic control devices and put them back up before painting commenced. The extra cost for S24 Traffic Control Delay Cost is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

#### **CM 48**

This project was scheduled to be completed by March 10, 2006. The project includes the construction of a new railroad bridge (X02) over the new service drive/exit ramp from eastbound I-96. This new bridge is to be completed in two stages to allow the continued movement of rail traffic at all times. The first stage of the X02 bridge has been completed, but delays caused by utility interference, a conflict between the middle girder of the first stage of X02 and the earth retention system, the alignment of the temporary tracks, and other issues have delayed the shipment of stage two steel bridge girders for many months. The project office is reviewing the information to determine if the additional costs can be recovered from the designer or other entity.

Due to the delays on the project, some of the concrete paving could not be completed as originally scheduled. During the delay, the engineer determined that the contractor is entitled to idle equipment cost for the concrete batch plant for three months. The extra cost for Maintaining Concrete Batch Plant was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and was calculated per Section 109.03.C.2 of the 2003 MDOT Standard Specifications for Construction.

Due to a train derailment out of state on November 11, 2006, the planned track outages for the track shift on November 12, 2006, was cancelled by the Canadian Pacific Railway. The subcontractor working on the phase II track shift had equipment on site that could not be used at other locations on site, and could not remove the equipment and bring it back to meet the new November 26, 2006, track shift date. Due to this delay the engineer determined that the contractor is entitled to idle equipment cost for the specialized equipment. The extra cost for Idle Equipment Armond Cassil was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and was calculated per Section 109.03.C.2 of the 2003 MDOT Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board at its August 7, 2007 meeting.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public, as well as producing budgetary savings.

**Purpose/Business Case:** This extra item is essential to the safe and timely completion of this contract.

**Benefit:** By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** This item was required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48216.

276. **Extra 2007 - 115**

Control Section/Job Number:	82400-78823	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Cadillac Asphalt, LLC. P O Box 87248 Canton, MI 48188	
Designed By:	Local Agency	
Engineer's Estimate:	\$2,943,028.22	

Description of Project:

7.00 miles of cold milling hot mix asphalt surface, hot mix asphalt concrete resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures and other items at sixteen locations from Jeffries Freeway/Hancock Street to Tireman Street, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	June 1, 2004	
Contract Date:	July 1, 2004	
Original Contract Amount:	\$3,090,412.64	
Total of Overruns/Changes (Approved to Date):	(\$77,012.25)	- 2.49%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>366,795.00</u></b>	<b><u>+ 11.87%</u></b>
<b>Revised Total</b>	<b><u>\$3,380,195.39</u></b>	<b>+ 9.38%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.49% under the original budget for an **Authorized to Date Amount** of \$3,013,400.39.

Approval of this extra will place the authorized status of the contract 9.38% or \$289,782.75 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Curb Removal, Special	3,000.000 Ft @ \$10.75/Ft	\$32,250.00
Curb, Concrete Detroit CD, Special	3,000.000 Ft @ \$15.95/Ft	47,850.00
Sidewalk Removal, Special	2,900.000 Syd @ \$26.55/Syd	76,995.00
Sidewalk Concrete 4", Special	16,000.000 Sft @ \$4.85/Sft	77,600.00
Sidewalk Concrete 6", Special	4,000.000 Sft @ \$5.50/Sft	22,000.00
Sidewalk, Concrete Ramp ADA, Special	6,000.000 Sft @ \$10.90/Sft	65,400.00
Sidewalk, Ramp ADA Insert	1,200.000 Sft @ \$37.25/Sft	44,700.00
<b>Total</b>		<b><u>\$366,795.00</u></b>

### Reason(s) for Extra(s)/Adjustment(s):

This project consisted of hot mixed asphalt resurfacing and sidewalk replacement on various streets in the downtown Detroit area. Prior to the acceptance of the project both MDOT and the City of Detroit's standards for Americans with Disabilities Act (ADA) sidewalk ramps changed. Some of the sidewalk ramps were previously worked on as part of this contract. Due to the high pedestrian traffic in the downtown area, it was determined that all the sidewalk ramps within the project limits needed to meet the most current standards for ADA sidewalk ramps.

The contractor was directed to replace the ADA ramps at the 16 intersections. The prices for this work reflects cost increases since 2004 and includes mobilization, minor traffic control, barricades, and flag control required to complete the work. In addition, the contractor was required to complete the work on weekends to avoid weekday pedestrian traffic, and could not work on weekends with major downtown events. The extra cost for Curb Removal, Special; Curb, Concrete Detroit CD, Special; Sidewalk Removal, Special; Sidewalk Concrete 4", Special; Sidewalk Concrete 6", Special; Sidewalk, Concrete Ramp ADA, Special, and Sidewalk, Ramp ADA Insert was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Prices and the work required.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; City of Detroit, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48201, 48202, 48204, 48208, 48209, 48211, 48826.

277. **Extra 2007 - 116**

Control Section/Job Number:	82544-49909	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	This project exceeds the 10% Commission limit for reviewing extras.	
Contractor:	Six-S, Inc. 2210 Scott Lake Rd. Waterford, MI 48328	
Designed By:	Wade Trim Associates, Inc.	
Engineer's Estimate:	\$1,561,828.60	

Description of Project:

Concrete base widening with integral curb, bituminous resurfacing, drainage improvements, and traffic signal modernization on Schaefer Highway from Seven Mile Road to Eight Mile Road, on Warren Avenue and Anthony Wayne Drive, and on Warren and Cass Avenues, in the City of Detroit, Wayne County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	September 3, 2003	
Original Contract Amount:	\$1,375,805.04	
Total of Overruns/Changes (Approved to Date):	86,129.89	+ 6.26%
Total of Extras/Adjustments (Approved to Date):	130,321.99	+ 9.47%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>14,960.80</u></b>	<b><u>+ 1.09%</u></b>
<b>Revised Total</b>	<b><u>\$1,607,217.72</u></b>	<b>+ 16.82%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.73% over the original budget for an **Authorized to Date Amount** of \$1,592,256.92.

Approval of this extra will place the authorized status of the contract 16.82% or \$231,412.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-132	7	\$74,682.75	09/19/06

Contract Modification Number(s): 8 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Redirect Conduit from HP to SP	\$2,350.80
Relocation of a Pedestal	1,585.00
Traffic Control Special	<u>11,025.00</u>
<b>Total</b>	<b><u>\$14,960.80</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The plans indicated that the conduit on Warren Avenue just west of Cass Avenue extended from the strain pole in the median to the manhole on the south side of the intersection. During construction it was found that the conduit did not extend to the manhole. The engineer directed the contractor to install conduit from the strain pole to the manhole. The extra cost for Redirect Conduit from HP to SP was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

A new pedestal was installed at the corner of Cass Avenue and Warren Avenue. After the pedestal was installed it was knocked down numerous times. The Public Lighting Department (PLD) requested that the pedestal be removed and replaced at a safer location. The engineer directed the contractor to place a new pedestal at the new location. The cost includes removal of the pedestal, installing a new pedestal and associated conduit. The extra cost for Relocation of a Pedestal was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with similar items and quantities in MDOT's Average Unit Price Index.

The contract was extended an additional 275 days. Instead of charging the four items of traffic control for the entire extension of time, the contractor agreed to keep force account records for traffic control while the traffic signals on Warren Avenue were constructed. The extra cost for Traffic Control Special is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its July 26, 2007 meeting, and is now recommended for approval by the State Administrative Board on August 7, 2007.

**Criticality:** These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 79.79%; State Restricted Trunkline, 20.21%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48201.

### OVERRUN

278. **Overrun 2007 - 25**

Control Section/Job Number: 11013-56480 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Milbocker and Sons, Inc.  
1256 29th Street  
Allegan, MI 49010

Designed By: Wilcox Professional Services, LLC  
Engineer's Estimate: \$1,227,551.05

Description of Project:

Remove existing structure, construction of a spread pre-stressed concrete box beam bridge and related approach work on R01 of 11-13-18, Weiser Road over Amtrak Railroad in Niles and Bertrand Townships, Berrien County.

Administrative Board Approval Date:	July 06, 2004	
Contract Date:	July 08, 2004	
Original Contract Amount:	\$1,035,078.64	
Total of Overruns/Changes (Approved to Date):	103,507.86	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	383,822.40	+ 37.08%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>7,546.17</u></b>	<b>+ <u>0.73%</u></b>
<b>Revised Total</b>	<b><u>\$1,529,955.07</u></b>	<b>+47.81%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 47.08% over the original budget for an **Authorized to Date Amount** of \$1,522,408.90.

Approval of this overrun will place the authorized status of the contract 47.81% or \$494,876.43 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Railroad Inspection and Flagging	<u>\$7,546.17</u>
Total	<u><b>\$7,546.17</b></u>

**Reason(s) for Overrun(s):**

When the project was designed, the designer estimated the amount of time the contractor would be working near the railroad to determine when a railroad flagger is needed. This estimate is used to set up a budget amount for the item Railroad Inspection and Flagging; on this project the estimated budget amount was \$50,000. The overrun cost is computed by calculating the invoice totals from the railroad.

This Overrun is recommended for approval by the State Administrative Board at its August 7, 2007, meeting.

**Criticality:** This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 15%; Berrien County, 5%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49120.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director





JENNIFER M. GRANHOLM  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

KIRK T. STEUDLE  
DIRECTOR

July 24, 2007

Ms. Sherry Bond, Secretary  
State Administrative Board  
P.O. Box 30026  
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts in excess of \$25,000 prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Department of Civil Service, and other sources, if applicable.

MDOT determined an emergency contract was needed to replace a failed cross culvert pipe on M-38 in Ontonagon County. The failure from heavy rainfall and runoff had caused the roadway embankment and shoulder base material to be drawn into the pipe creating a void in the east bound section of M-38, approximately 3.1 miles east of the Village of Ontonagon. Total replacement of the culvert is necessary to prevent further loss of the roadway due to deterioration of the culvert pipe. The inspection determined that there was imminent danger to the public and action needed to be taken immediately to protect the public and to avoid interruption in commerce.

MDOT's Crystal Falls Transportation Service Center is working with the Ontonagon County Road Commission and has advertised and taken bids for replacement of the culvert pipe. The Engineer's Estimate is \$36,400. Three bids were received. Norman Pestka Construction, Inc. was the lowest bidder at \$34,900, and therefore was selected. Temporary safety measures have been taken to protect the public while waiting for the special ordered culvert to be made and delivered. Work is expected to be completed by August 17, 2007.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,

 Kirk T. Steudle  
Director

-----

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of August 1, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Transportation and Natural Resources Committee Report covering the regular meeting held August 1, 2007, be approved and adopted with the withdrawal of Item 37 of the Transportation agenda by the Department of Transportation at the State Administrative Board meeting on August 7, 2007. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Keenan adjourned the meeting.

---

SECRETARY

---

CHAIRPERSON